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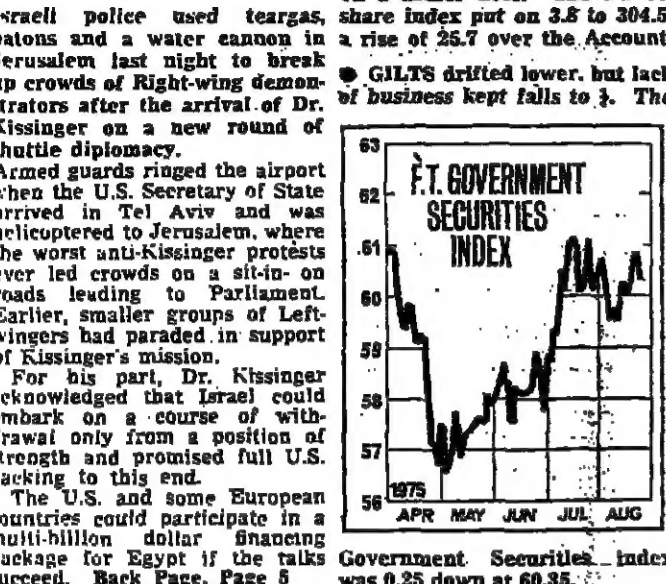
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NEWS SUMMARY

GENERAL
Israeli protests greet Dr. K.
Israeli police used teargas, batons and a water cannon in Jerusalem last night to break up crowds of Right-wing demonstrators after the arrival of Dr. Kissinger on a new round of shuttle diplomacy.

BUSINESS
Equities firmer, but Gilts drift
EQUITIES ended the Account on a firmer note. The FT 30 share index put on 3.5 to 304.5, a rise of 25.7 over the Account.



Uister deaths
Two men were shot dead in Belfast yesterday amid indications that sectarian violence is on the increase.

Nude 'insult'
Free George Davis' campaigner Colin Dean was charged with insulting a member yesterday after a naked early morning protest in a London park.

Coach risks
Injury risks to coach passengers are higher than they should be because of poor maintenance by most operators.

Rabies 'war'
The fight to keep rabies out of Britain is like the dark days of the Spanish flu while she had 1900 in her handbag.

Charlton quits
Bobby Charlton resigned as manager of Third Division Preston yesterday after a row with the directors over the transfer to Newcastle of centre-half John Bird.

People and places
Four children, Notts, youths were fined £200 each yesterday, plus compensation and costs, for attacking a group of visiting French teenagers asleep in a camp.

COMPANIES
LONDON BRICK pre-tax profit for the six months to June 30 was £5,987m. (£1,367m).

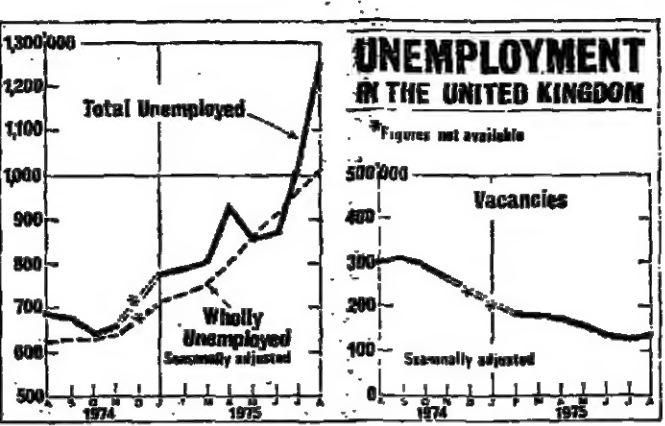
CHIEF PRICE CHANGES YESTERDAY
(Prices in pence unless otherwise indicated)

Assoc. P. Cement	142 + 4	Rennies Cons.	305 + 22
Bats	273 + 5	Royal Insurance	278 + 10
British Home Stores	293 + 4	Stock Conversion	140 + 10
Brotherhood (P.)	61 + 4	Suter Electrical	204 + 5
Clay (Richard)	35 + 7	Tate & Lyle	204 + 5
English Properties	147 + 21	Tube Invs.	238 + 4
Eucalyptus Pulp	32 + 4	Waddington (John)	83 + 4
Fodens	13 + 3	Weir Group	35 + 4
Gerrard & National	252 + 7	Shell Transport	325 + 4
Haslemere Estates	177 + 7	Bolsmans	120 + 4
H.K. & Shanghai Bk.	220 + 4	President Steyn	117 + 4
Ladbroke	142 + 4	Roan Cons.	230 + 10
Land Securities	146 + 4	St. Helena	£201 + 1
Leisure Caravan	89 + 4		
London Brick	34 + 6		
Lyons (J.) "A"	132 + 5		
M&P	81 + 4		
Metal Box	251 + 3		
Pilkington	235 + 5		

School leavers push workless to 1 1/4m.

BY MICHAEL BLANDEN

UNEMPLOYMENT in the U.K. rose to a record post-war level of over 1.25m. in August. This included an unprecedented high number of school leavers accounting for two-thirds of the increase.



Slowdown
The TUC itself in a statement yesterday stressed particularly the need for action to provide jobs for young people.

Commenting on the figures, Mr. Michael Foot, Employment Secretary, said: "No one should seek to minimise in any way the tragedy and the waste involved in an unemployment total of this scale."

Individual union leaders, including Mr. David Lane of the General and Municipal Workers, were calling for Government policies to increase the number of jobs available.

Between mid-July and mid-August, the total number of people registered as unemployed in the U.K. increased by 162,464 to 1,250,334 (1,195,411 in Great Britain).

Tories will rally behind firm pay policy, says Whitelaw

BY RICHARD EVANS, LOBBY CORRESPONDENT

MR. WILLIAM WHITELAW, the Conservative Deputy Leader, pledged last night that the Tories would stand by the Government if the 25 per cent pay ceiling was challenged by the trade unions in the coming year.

In response to the Prime Minister's television broadcast, Mr. Whitelaw assured the nation that the Conservative Party would not seek political advantage from the economic crisis but would encourage Mr. Wilson and his colleagues to stand firm on their policy to control inflation.

UDT makes £32.4m. pre-tax loss

BY MICHAEL BLANDEN

UNITED DOMINIONS TRUST, the U.K.'s biggest independent instalment credit group and a major recipient of a "lifeline" support funds, ended with a loss of £32.4m. before tax in the year ended in June.

After setting aside £21.6m. special provisions at the half-way stage, the group has made no further provisions against possible losses on its property portfolio. But its profits have been hit by substantially increased provisions against its ordinary U.K. consumer credit business and other costs.

Jobs subsidy planned for young people

BY JOHN ELLIOTT, LABOUR EDITOR

GOVERNMENT MINISTERS are now drawing up special plans to cut the number of unemployed school leavers this winter by offering over £3m. in new State subsidies of £5 a week to employers taking on those who would otherwise be without a job.

This plan, which Ministers have been anxious to keep secret because of the impact it might have on the employment of school leavers before the special payment came into effect, is now being considered by both sides of industry.

It would cover young people aged under 19 who have not been employed for more than six weeks since leaving school.

Employers taking on these school leavers would receive the £5 a week financial incentive from the Government for 26 weeks paid monthly in arrears.

The Government would hope that employers would not use this money as a bonus for temporary employment and the employer would also have to certify that he had not dismissed an older employee to create the school leaver's vacancy.

This provision is intended to offset concern among union leaders that employers sometimes lay off older workers at times of high unemployment and then recruit other younger workers on lower pay rates.

Young people emerging from the Government's training opportunities scheme, which was improved earlier this week, will be eligible for the subsidy whether or not they have registered as unemployed. There would also be special provisions for apprentices in the construction industry.

The TUC said yesterday that two out of every three of the new unemployed in the past month were school-leavers and now it will soon be telling the Government its view on the new proposals which the Government estimates might cost £3.3m. if 25,000 school-leavers were covered.

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For latest Share Index phone 01-246 8026

Dewar's
FINE SCOTCH WHISKY

Smooth to the last drop.
Blended for smoothness—it never varies.

The Fund on Euro-myths

BY ANTHONY HARRIS

WHEN THE STAFF of a bank or a ministry produce factual background material bearing on a new policy of their masters, the result is usually described as a "supporting document"; but it looks as if some new term will have to be invented for the activities of the staff of the International Monetary Fund. The IMF staff have been investigating the Eurodollar market, no doubt in "support" of the various solemn statements by Ministers and central bank Governors on the need to control this engine of international credit creation. In a staff paper last month John Hewson and Etsuko Sakakibara (hereinafter referred to as ES) tried to estimate the credit multiplier of the Eurodollar market, and came up with the answer: 1. In other words, Eurobanks lend on their deposits, but not more. No credit is created.

Received ideas

Now, in an article in the IMF's quarterly magazine Finance and Development, ES has taken the argument a stage further, and upset some more received ideas. Take, for example, the widespread notion that the Eurodollar market was created out of the U.S. balance of payments deficit. (This has been received at very high levels: on one recent occasion the great Milton Friedman expatiated on U.S. responsibility for the Euro-money supply for an hour or so, only to be flustered completely—and perhaps for the only time on record—by a questioner who asked him to account for the growing supply of Euro-Dollars despite the German surplus.) ES neatly fits the boot on to the other foot: the growth of the Eurodollar market was the cause of the U.S. deficit, in the curious sense in which the Americans measure their deficit (the so-called "liquidity basis"). Better rates and keener margins in London attracted dollars from New York.

So why was the Eurodollar there in the first place? Simply, says ES, because of attempts by the authorities to impose costly regulations on foreign business in their own domestic credit markets.

The Eurodollar market, therefore, grew up on the back of the U.S. interest equalisation tax.

Revenge

To generalise what ES has to say, the Eurodollar market is the revenge the system takes on the authorities to interfere with the natural working of an unregulated international system. Under a gold standard, the U.S. current deficit and the German surplus would have caused inflation in Germany and deflation in the U.S. The regulations in each country were designed to prevent these effects. The growth of Eurodollar markets partly undermined these attempts—which is perhaps why so many central bankers are so keen to interfere with them.

The conclusion ES draws is just the opposite: the attempt to monitor and regulate the Eurodollar market will only cause the monetary authorities to come under pressure to adjust their domestic policies (money supply in the U.S., balance of payments in Germany, for example) rather than try to prevent them having their natural consequences. Here it is not so easy to follow the analysis: it seems to be part of the institutional wishful thinking of the IMF to suppose that rubbing the noses of national authorities in technical facts—the mechanism of the Eurodollar market or the rule of Domestic Credit Expansion—will make them more responsible internationally. Alas, it only helps a little.

U.K. interest rates rise against trend in rest of Europe

BY MICHAEL BLANDEN

THE RENEWED rise in U.K. interest rates has gone completely against the trend in the rest of Europe. But the situation remains finely balanced, and there could be further rises, say Williams and Glyn's Bank.

In its latest review of interest rates the bank argues that there now seems less reason than earlier to look for the short-term decline in U.S. rates that had been widely anticipated. Even if the upward drift there continues, however, "the depth of the current European recession is such that further declines in

interest rates in Continental centres can be expected" — a prediction supported this week by cuts in Belgium and Sweden.

In the U.K. the bank suggests, the justification for lower rates on purely domestic grounds is at least as strong. But "external considerations continue to dominate, and the situation is currently so finely balanced that any further strengthening in the attractions of U.S. financial markets could well provoke further rises in rates in London."

After a pause since early June, the downtrend in Continental rates was resumed in the month cut short-term rates, as did the

cut short-term rates, as did the

cut short-term rates, as did the

SHORT TERM INTEREST RATES AS AT AUGUST 15 1975

Country	Bank Rate %	Overdrafts %	Loans %	Commercial & Finance Paper %
France	9.50	11.25 plus commission	9.50	Commercial Bills 90 days 10.80
	5.6.75	1/20% per month on highest debit balance in month.	min. for corp. borrowers	Finance 10.80
Italy	7	14.75	—	Commercial Bills to 180 days 14.25
	5.6.75	—	—	—
Netherlands	5.50	8-8.50 minimum	—	—
	15.8.75	—	—	—
Switzerland	4.50	8.25-9.25 unsecured	7.75	Commercial Bills to 90 days 6
	16.5.75	7.75-8.75 secured	—	—
U.K.	11 (M.L.R.)	12.25-16	12.25-16	Commercial Bills 10.63-10.69
	25.7.75	—	—	Trades up to 180 days 11.50
Germany	4	9-10	8-9	Commercial Bills 8-9
	15.8.75	Sometimes reduced for first class borrowers	Sometimes reduced for first class borrowers	—

RACING

BY DOMINIC WIGAN

Caesar's Flame to shine again

THERE WAS no easier Goodwood winner last season than Caesar's Flame, who put 10 lengths between herself and the runner-up, Pure Magic, in the Royal Ascot Stakes. The three-year-old ridden by talented apprentice, Richard Fox, has made the 450-mile trip south from the Ayr stable of Nigel Angus.

Persian Breeze, who was one of the best two-year-olds in the North last season, winning five of his eight races, ran a fine race on his home course last time out when taking third place behind Ardour in the Joe Coral Handicap, and with only 7 at 10 lbs in the saddle, he appeals as something of a handicap "good thing."

Another Angus representative here this afternoon is Persian Breeze's half-brother, Craxty Shoo, bidding to follow up a 2nd and a half-length Redcar victory over Hotcakes in the opening event, the Drawing Room Stakes (2.0).

This chequered son of Hyacinth has been steadily improving and he may well prove capable of

outpacing the favourite, Ball-dale.

Turning to Newmarket, where French Harmony can finally break his duck in the Boreford Handicap (3.15), the most interesting race of the day, in my opinion, is the Waverley Plate (4.45), in which Ball's Gits, trained by Noel Murless, meets Jubilee from the Marriott stables of his son-in-law Henry Cecil. Jubilee, an easy winner from La Meme (again in opposition) at Nottingham on July 23, found no difficulty in following up in better company last week, and she is the selection.

NEWMARKET
2.15—Calmia
2.45—Vibrio
3.15—French Harmony
3.45—Craxty Shoo
4.15—Persian Breeze
4.45—Jubilee

GOODWOOD
2.00—Craxty Shoo
2.30—Peta
3.00—Caesar's Flame
3.30—Persian Breeze
4.00—Ball's Gits
4.30—Highest

COMPANY NOTICES

GESTNER
Dividend shareholders will receive 6.275% interim dividend on 12th September 1975. Capital Shares will be despatched on or before 25th September to holders of Capital Shares registered on 14th August.

Based on an average price of 40.50 pence per share, holders will receive:
Ordinary 130.58p
A Ordinary 130.58p
of a share 0.01483 of a share

CONTRACTS AND TENDERS

NOTICE FOR OFFSHORE DRILLING SERVICES

Petrolco Brasileiro S.A.—PETROBRAS, a state-owned oil company in Brazil is in need of the following oil well drilling equipment, on a contract basis, for operations on the Brazilian continental shelf:

- A) — 1 (one) JACK-UP DRILLING UNIT with maximum operating water depth in the range of 150 to 250 feet and rated for drilling wells down to 20,000-25,000 ft. Canteleaved-type platform will be preferred.
- B) — 2 (two) TENDER-ASSISTED RIGS with the following requirements:
— water depth up to 250 ft.
— rated for drilling in the range of 14,000 to 16,000 ft.
— equipped with mud tank;
— skid frame designed to allow moves of 15 ft. length-wise and broadside;
— operating on 20 ft. and 40 ft. skid-beams and on 40' x 60' x 50' and 70' x 70' upper decks.

Contractual terms:
— 3 (three) years for the JACK-UP;
— 2 (two) years for the TENDERS.

Start-up:
— until January 1st, 1976.

The contract shall comprise chartering, operation, drilling services and related work.

Companies will be invited to submit their proposals, after the selection made by PETROBRAS, based on the following documents:

- a) — a list of services rendered in offshore operations;
- b) — a list of equipments in operation, showing type, capacity and places where they have operated;
- c) — technical specifications of the equipment to be offered, construction and/or reconconditioning year and availability data.

These documents will be confidentially treated by PETROBRAS, and should be addressed until next September 5th to:

PETROBRAS/ESLON
New York Office
1221 Avenue of the Americas,
22nd floor
New York, NY 10020
Phone no. (212) 869-3100

PETROBRAS/ESLON
London Office
77 South Audley St., 2nd fl.
London W1Y
Phone no. (01) 499-7542

PETROBRAS/ESCEU
Central European Office
19 Avenue Montaigne
75008 Paris—France
Phone no. 366-6733

THE GOVERNMENT OF THE REPUBLIC OF KOREA

INVITATION FOR PREQUALIFICATION FOR BUSAN PORT CONSTRUCTION PROJECT

Republic of Korea: The Busan Port Authority of the Ministry of Transportation of the Republic of Korea is presently pre-qualifying construction contractors for the construction of new port facilities at Busan Port. The project will be let on the basis of a unit price lump-sum contract, for all procurement and erection. The project will be financed jointly by the Korean Government and the International Bank for Reconstruction and Development (IBRD). Applicants for prequalification must be from countries which are members of IBRD or from Switzerland and only prequalified contractors will be offered "invitation to tender". The project, a new coastal ferry terminal, will consist of the following major parts of work: Two finger piers with a combined area of approximately 6,200 square meters of reinforced concrete-deck supported on piles; approximately 5,800 square meters of asphalt cement paving; approximately 3,320 square meters of single and multi-story reinforced concrete buildings and the installation of utilities including sewer, water, and electrical distribution system.

Contractors with previous experience in similar type of works wishing to prequalify individually or as joint venture should write to the Consultant requesting prequalification documents and enclose five (5) copies of the articles of incorporation of the company organization, financial statements and summaries of construction experience. Prequalification documents will be available starting 2nd September, 1975, and the completed prequalification documents in five (5) copies in English (Korean Contractors must submit five (5) copies in both English and Korean) will be accepted no later than 14th November, 1975, in the office of the Busan Port Authority 46-83, 3rd Street, Daechang-dong, Dong-gu, Busan, Korea.

Any question which may arise concerning the documents prior to their submission should be directed to the office of the Consultant, Lyon Associates, Inc., P.O. Box 558, Gwang Hwa Moon, Seoul 110, Korea.

Director General,
Busan Port Authority,
Ministry of Transportation.

Radio

BBC 1

10.00 a.m. Wacky Races. 10.10 Robinson Crusoe. 10.35 The Record Breakers. 1.00 p.m. Lynx. 1.30 Along the Trail. 1.45 News. 2.30 Racing from Goodwood. 4.35 Regional News (except London). 4.55 Play School. 4.50 Natural Break. 5.00 Scooby Doo. 5.40 Sir Prancelot. 5.45 News. 6.00 Nationwide (London only). 6.25 The Disney Adventure. 7.55 The Liver Birds.

2.55 The Other Broadway

Terence Brown, Frank Gorshin, Marty Allen, Kamahl. 3.00 News. 3.25 Beneath the News. 3.55 The Kojak Movie. 11.30 Nairn's Journeys. 12.00 Weather/Regional News. All Regions BBC 1, except at the following times:
Wales—6.00-6.35 p.m. Wales Today. 6.35-6.55 A Question of Sport. 7.00-7.45 Cartoon Time. 12.00 News of Wales.
Scotland—6.00-6.35 p.m. Reporting Scotland. 11.30-12.00 Nairn's Journeys.

12.00 Scottish News

Summary. Northern Ireland—4.23-4.25 p.m. Northern Ireland News. 6.00-6.35 News Around Six. 12.00 Northern Ireland News Headlines. 12.00-12.05 p.m. Look North (from Leeds, Manchester, Newcastle). Midlands—Today (from Birmingham). London West (from Norwich). Points West (from Bristol). South Today (from Southampton). Spotlight South-West (from Plymouth).

10.45 The Friday Film: "Beast"

starring Joan Crawford, Diana Dors, Michael Gough and Judy Geeson. 12.05 a.m. It Matters to Me. All Regions BBC 2, except at the following times:
1.25 p.m. Anvil. 2.30 Friday Afternoon Film: "Beast" starring Joan Crawford, Diana Dors, Michael Gough and Judy Geeson. 12.05 a.m. It Matters to Me. All Regions BBC 2, except at the following times:
1.25 p.m. Anvil. 2.30 Friday Afternoon Film: "Beast" starring Joan Crawford, Diana Dors, Michael Gough and Judy Geeson.

HTV Central/Wales—As HTV General

Service except: 12.25-12.30 p.m. Newsweek. 12.30-12.35 p.m. News. 12.35-12.40 p.m. News. 12.40-12.45 p.m. News. 12.45-12.50 p.m. News. 12.50-12.55 p.m. News. 12.55-12.58 p.m. News. 12.58-12.59 p.m. News. 12.59-1.00 p.m. News. 1.00-1.05 p.m. News. 1.05-1.10 p.m. News. 1.10-1.15 p.m. News. 1.15-1.20 p.m. News. 1.20-1.25 p.m. News. 1.25-1.30 p.m. News. 1.30-1.35 p.m. News. 1.35-1.40 p.m. News. 1.40-1.45 p.m. News. 1.45-1.50 p.m. News. 1.50-1.55 p.m. News. 1.55-1.58 p.m. News. 1.58-1.59 p.m. News. 1.59-2.00 p.m. News. 2.00-2.05 p.m. News. 2.05-2.10 p.m. News. 2.10-2.15 p.m. News. 2.15-2.20 p.m. News. 2.20-2.25 p.m. News. 2.25-2.30 p.m. News. 2.30-2.35 p.m. News. 2.35-2.40 p.m. News. 2.40-2.45 p.m. News. 2.45-2.50 p.m. News. 2.50-2.55 p.m. News. 2.55-2.58 p.m. News. 2.58-2.59 p.m. News. 2.59-3.00 p.m. News. 3.00-3.05 p.m. News. 3.05-3.10 p.m. News. 3.10-3.15 p.m. News. 3.15-3.20 p.m. News. 3.20-3.25 p.m. News. 3.25-3.30 p.m. News. 3.30-3.35 p.m. News. 3.35-3.40 p.m. News. 3.40-3.45 p.m. 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Cinema

Public faces in private places

by NIGEL ANDREWS

Smile Edinburgh Film Festival
The Eiger Sanction (AA)
Universal Pictorial
National Film Theatre

A "Young American Miss" Beauty Pageant is being rehearsed and staged in a small town in the United States. The contestants are a group of clean, ambitious, bright-eyed girls from different parts of America. The organisers are an expansive, toothy car salesman (Bruce Dern) and a well-groomed, fortyish housewife (Barbara Feldon) whose special talent is for putting a good face on every crisis in her life—from the ups and downs of the pageant itself to the social embarrassment of her marriage to an alcoholic. Spinning in and out of the orbit of the big event are a temperamental choreographer (Michael Kidd), a little boy—Dern's son—whose punishment for taking snapshots of the con-

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testants, through their dressing-room window is to be packed off to a psychiatrist; and a masonic brotherhood called the Exhausted Roosters, whose initiation ceremonies are held at night in the local park and who number Dern among their leading volarists.

Chosen as the opening film in this year's Edinburgh Film Festival, Michael Ritchie's *Smile* is the wittiest and most lethally deadpan picture of small-town life since Miles Forman's *The Fireman's Ball*. Like the Czech director's film to which it is itself acknowledged a debt, it portrays the behind-scenes joys and agonies of an amateur talent contest. Like Forman's film also, it shows how the ideals celebrated in a big public jamboree are mirrored in the squalidly parodied in the behaviour of the community in which it takes place.

Ritchie, you may remember, made *Downhill Racer* and *The Candidate*, two films that turned a beautifully sour sidekick into a glacially slow-motion comedy of the community in which it takes place.

Letter from Tuscany

Barga and Batignano

by WILLIAM WEAVER

No music-lover spending the summer in Tuscany can complain of lack of music these days. Festivals are springing up, well, not like mushrooms (this has been a bad year for mushrooms), but like some less capricious, hardy perennial. At Montepulciano, the tenor Mario Del Monaco, his son, and Hans Werner Henze—another trio—are organising a new festival. Older ones are still going strong in Arezzo, Siena, Lucca (to say nothing of Florence), and every good-sized castle seems to be re-echoing with guitar recitals or chamber music.

In this wealth of musical opportunity, Opera Barga, which has just reached the age of ten, can be considered a veteran. Actually, though it calls itself a "Festival lirico internazionale," Barga is a summer school where, for less than £100, young singers, conductors, and instrumentalists can come and study for a month or so. Barga is a lovely, cool, isolated town, and it should be an ideal place for studying. The festival is, in reality, the school-leaving exercise, at which the best students are chosen to perform. In the past, some of these students have been very good (the young baritone Sigmond Cowan, praised on this page last year for his impressive Michele in *Il tabarro*, has already gone on to the great world). But it is difficult, and perhaps unfair, to judge Barga's productions by the same standards one would apply to professional performances.

This year, Barga staged two operas (Scarlatti's *Il trionfo dell'onore* and Donizetti's *Don Pasquale*), which was unable to attend. I did go, however, to a Sallie-Fair evening, a double homage, commemorating the 50th anniversary of Sallie's death and the centenary of Ravel's birth.

Cockpit

A Sight of Glory

by B. A. YOUNG

This is another piece well laid out for the National Youth Theatre. The scene is the gymnasium of an East End boxing club, where a score of boys are being trained. Some of the better ones will fight in the ABA finals at Wembley, possibly win their fights, perhaps turn pro. Others are just there for the companionship. Barrie Keefe, the author, has caught the character of boys' club conversation perfectly, and the handful of individuals involved in the development of the simple but dramatic plot are sharply drawn.

The boys (there are no girls) seem to set better at the Cockpit than at the Shaw. Under Michael Croft's direction they are confident and relaxed, and some of them show that special quality which I like so much in young players, a complete absence of any professional mannerism. I specially liked Tom Thompson (whom I remember here last year) as the boy who only boxes

for fun and contracts some indisposition if there's any risk of being taken seriously. Michael Ford is the star boxer, who reaches the ABA bantamweight final. Bill Buffery is another star, but is out in a fight with a black boy (Tony Gouveia) who has seduced his sister. All give enjoyable performances, the most interesting being Tony Gouveia's, interesting because Tony Gouveia's of real development, from wild layabout to teenage imitation of Muhammad Ali.

The plot doesn't really matter much; it is the atmosphere that counts, and this is bang on. The play slows down rather than characters from the older generation are brought in, an ambitious father with an imaginary record of boxing success, a drunken tramp with a true record, both of them pretty tedious folk despite the work their actors put into them. On the whole, though, this is an admirable evening both for the audience and the players.



Clint Eastwood in 'The Eiger Sanction'

the only good thing in this year's festival programme. In addition to a sound cross-section of films from this year's major European festivals, Edinburgh is staging several interesting retrospective events. Martin Scorsese, Alain Robbe-Grillet and Shuji Terayama are the contemporary directors chosen for special tributes (each will be visiting Edinburgh); and there are also seasons devoted to Brecht and The Cinema, and to the work of veteran Hollywood director Jacques Tourneur. The festival starts from August 24 to September 6, and looks to be well worth a trip north of the border.

The *Eiger Sanction*, directed by and starring Clint Eastwood, is a big, slow, ruminative thriller about an American intelligence agent's attempt to nail an enemy assassin by

joining him in a climb up the north face of the Eiger. The assassin is one of the agent's mountain-climbing colleagues, who doesn't know which one. The group is gradually whittled down by a series of bad-weather climbing accidents, but just when our hero is beginning to think that nature has done his dirty work for him, the villain turns out to be alive and well and waiting for him at the bottom of the mountain.

The villain's identity is the one surprise in the story, so I won't spoil your enjoyment by revealing it. For the most part, the film adds up to a long, ponderously predictable 118 minutes, combining heavy doses of panoramic scenery with a line in cardboard supporting characters that rivals the James Bond series, from which Eastwood's film appears to draw much of its

inspiration. The film takes an unconsciously long time to reach its climax: most of the two hours traffic of the story being taken up with briefing sessions back home—in which we are introduced to such colourful characters as Eastwood's negro girl friend and albino intelligence boss—and a training stint in Arizona which shows Eastwood the director to pay tribute to John Ford consistency in a series of spectacular and gratuitous helicopter shots. While an improvement on Eastwood's last film, the generation-gap soap opera, *Breezy*, it is a long way from the hard-edged promise he showed in his first, *Play Misty for Me*.

The National Film Theatre's three-month retrospective to be completed next year—is a piece of inspired timing. The American studio's latest hit, *Jaws*, is currently running amok across the U.S., swallowing one all-time box office record after another (the latest copy of Variety shows just two to go—*The Godfather* and *The Sound of Music*); and you only need to remember that Universal's recent output also includes *The Sting* (fourth biggest money-maker of all time) to realise that, while other major American studios may be tightening their belts, Universal Pictures is currently smiling all the way to the bank.

A look at Universal's history gives one some idea of the studio's record of success. Not only is it the oldest surviving Hollywood studio (founded in 1912) but it owes its longevity not to a play-safe policy but to a consistent appetite for risk and innovation. *Dracula* and *Frankenstein* were born at Universal; Welles, Ford, Hawks, Hitchcock and Kubrick made some of their most original films there; and the lunatic fringe of Universal's stock company included such deathless talents as Maria Montez, Flash Gordon, Woody Woodpecker and Francis the Talking Mule.

The National Film Theatre season is well up to the standard of their recent tributes to Paramount and Warner Brothers. There is a generous sprinkling of familiar titles (*All Quiet on the Western Front*, *Touch of Evil*, *Marnie*, *The Front Page*), but the emphasis is as much on neglected curios as acknowledged classics. A brace of rarely shown Stroheim films, for example—*Poolish Wives* and *Blind Husbands*—a living picture by John Ford, *Mr. Smith Goes to Washington*, and a German expressionist directed by Paul Leni, *Die Frau im Mond*, are given the same treatment as *Butter's Sister*, a Desha Durbin vehicle directed by Frank Borzage, which was left out of the recent season devoted to that director's work.

in the cloister, the second in a spacious, if dusty nearby barn. The singing was thoroughly enjoyable. Silvia Baleani, of the Colon of Buenos Aires, was the only non-British singer in the cast, and understandably, she sang the Italian words with a clarity and sensitivity most of the others lacked. Her Eriane was appropriately varied, deliciously light-hearted in the first act, noble in the quasi-death scene in the last. Eiddwen Harby, the Sicel, was equally charming and musical (particularly impassioned in the central duet with Amida). The Amida was the young baritone Peter Knapp, who recently sang Szymanowski's *King Roger* in London: the edition of the opera used was Raymond Leppard's, in a smaller orchestration by Leppard's sometime assistant Henry Ward, who conducted. The more austere string sound was welcome, and the musicians played well, though Ward's conducting was impersonal, almost uninflected. Pollock designed colourful Oriental costumes, and Patrick Libby—the producer—skillfully exploited the concert's possibilities. *L'Ormino* was given in three acts, the first and third

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Albert Hall/Radio 3

BBC Scottish

by RONALD CRICHTON

The encouraging standard set by the BBC Northern and Welsh Symphony Orchestras at recent Proms was maintained on Wednesday by their brethren from Scotland. Under their chief conductor, Christopher Seaman, they played Debussy, Mozart, the *Stone Library* of Maxwell Davies and, after the interval, Elgar's *Enigma Variations*. Davies' *Library*, commissioned by the Scottish Orchestra and Glasgow University, is a remarkable outcome of the composer's retreat in the Orkneys. It was well worth bringing to the Proms.

The atmosphere, if not exactly benign, is calm for a composer who can be aggressive and rebarbative. It shows the effect of primitive civilisation can still have on a sophisticated modern sensibility. The stones are those of the chambered tomb at Maeshowe. Runes inscriptions cut on them by Vikings form the point of departure for the mazy voice part, half vocase, half word-setting. There is a link with

inspiration. The film takes an unconsciously long time to reach its climax: most of the two hours traffic of the story being taken up with briefing sessions back home—in which we are introduced to such colourful characters as Eastwood's negro girl friend and albino intelligence boss—and a training stint in Arizona which shows Eastwood the director to pay tribute to John Ford consistency in a series of spectacular and gratuitous helicopter shots. While an improvement on Eastwood's last film, the generation-gap soap opera, *Breezy*, it is a long way from the hard-edged promise he showed in his first, *Play Misty for Me*.

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Coliseum

Der Rosenkavalier

by MAX LOPPERT

(But why on earth the German title for an English-language performance of Strauss's opera, in a theatre where *The Magic Flute* and *Twilight of the Gods* are so long awaited, is to their possible ties of kinship.)

Her adversary was played by the capable Dennis Wicks, broadly though not to the point of irritation, and also not yet with any particular distinction. The performance was somewhat tentative in effect, sketches for the fuller and more settled interpretations one hopes will follow.

Sandra Browne, slender, handsome, striking in both pose and movement, gave a promising, uneven performance in the title part. The ear was immediately drawn and intrigued, in the opening scene, by the cool, distinctively focused, athletic tone, cutting through the plush in manner given to few Octavians. Sometimes the cut was as much on sharpness of pitch as on timbre: on several occasions, notably in the Presentation scene, and with her very last note of the evening, Miss Browne overshot the mark. She is very good at catching with the jerk of a leg or arm the kaleidoscope of impulses and emotions of the part: as yet this variety is not often mirrored in the phrasing. *Rosenkavalier* is an opera dangerously dependent on the director's work.

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There was most musical phrasing in Mozart's E flat Piano Concerto K449, whose orchestral writing is the more wonderful for being so simply scored. Even the oboes and horns, which are all Mozart allowed himself apart from strings, are used sparingly. The soloist was that superior Mozartian, Walter Klien, except in the finale a hair's breadth too uncompromising in his discipline to let the themes sing out more fully. The Albert Hall is a large place for this intimate concerto.

'Venus and Superkid'

Venus and Superkid, Richard Crane's rock musical for children (and others) which was enthusiastically reviewed on this page when it was playing at the Arts, has now moved to the Round House, where the production is opened out to take advantage of the extra room and other amenities in this big and unconventional theatre.

Midland Bank will be taking care of business at the Leipzig Autumn Trade Fair.



Mr. G. B. Grattan-Guinness
Group Representative in Frankfurt.
Midland Bank Group Representative
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61-63, 3rd floor. Telephone: 72 57 43.

As we are a participant in European Banks International (EBIC), composed of 7 great independent European Banks, you'd expect us to be there for an event of such importance.

Bryan Grattan-Guinness, our Group representative from Frankfurt, will be there from August 31-September 4 to help ensure your trip is a

profitable one. There will also be an EBIC representative on hand for the entire Fair.

If the occasion arises where you think you could use a little advice, talk to either of them. They can be contacted at the Fair at EBIC House, Hall 16, Stand 182-183, Tel: Leipzig 71810.

And if you have any questions on overseas trading that you'd like answered now, contact Midland Bank's Panel for Overseas Trade Development in London 01-606 9944.

Midland Bank International

Midland Bank Limited International Division, 60 Gracechurch Street, London EC3P 3BN.



Army pressure on Peron increases

BUENOS AIRES, Aug. 21.

If she agrees to get rid of army commander General Alberto Luma Laplane and Interior Minister Colonel Vicente Damasco, officers ready and willing to stage a coup d'etat will move into a dominant position, the sources added.

Colonel Damasco, foreign Minister Angel Robledo and navy commander Admiral Emilio Massera, visited President Peron yesterday in the Atlantic coast resort of Mar del Plata, where she is officially said to be resting to complete her recuperation from mental and physical exhaustion caused by overwork during six weeks of political and economic

yesterday by the President of the Venezuelan investment fund, Sen. Constantino Quera Morales. The Venezuelan investment fund will provide the development bank with \$25m. that may be used for industrial, agribusiness and export pro-

This latest loan is part of Venezuela's policy of providing financial support for Caribbean and Central American nations in an effort to win friends in the region. The administration of President Carlos Andres Perez has

an army needs to go into the field. Combat equipment is not covered. It includes the price of the items and a service charge. The agreement was concluded in 1973. The Defence Supply Agency recently let \$30m. in contracts to U.S. clothing manufacturers for the woollen cloth-

Spanish diplomatic sources learned on Monday that unless Spain could obtain a closer defense relationship with the U.S. it would ask the Americans to reduce their military presence in Spain. The reduction might

occurred, there isn't any doubt in my mind that from there on we would have achieved a very profitable operation. June set us back a whole year," he says.

With the loss of five floor traders, the PCE also lost liquidity on the floor and the ability to handle incoming orders as well as it should. The exchange at the time was at a point where it could break even with a daily average of 100 trades. "We've cut it down now to where we can break even with about 50 to 60 trades a day. We've managed to do that,"

Nevertheless, this is a miniscule figure when compared with the 60,000 to 70,000 trades a day logged by the Chicago Board of

Trade, and there are still major hurdles to overcome. Not the least of which is a general public mistrust of trading in commodities options, following the scandals of a few years ago when

regulatory agencies uncovered options frauds among some unregulated options sellers who did not use a clearing house system.

nothing wrong with commodities options. The troubles were with unregulated options. The problems were with the people who were trading them and how they were trading them." The enthu-

slam at the PCE to-day is difficult to restrain. "You can't find a brokerage house to-day," comments Mr. Gailow, "that doesn't have one or two people specialising in options trading. It's the hottest thing around."

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HOME NEWS

BSC must be 'jolted out of land of lotus-eating'

BY HAROLD BOLTER, INDUSTRIAL EDITOR

BRITISH STEEL chief executive, Mr. Robert Scholey, has told the corporation's 230,000 workers that he is determined to jolt all parts of the corporation out of the land of lotus-eating.

The corporation (losing £5m a week) is clearly concerned about the lack of response it is getting to its attempt to reduce manning levels voluntarily, although it will be early October before detailed figures are available from the divisions.

Mr. Scholey, addressing a meeting of top executives, maintained that the corporation's programme of manning cuts was the most important single factor in the BSC's fight for survival.

"Although attempts to revise manning standards will be difficult, all our departmental managers must maximise their efforts to de-man their payrolls," he said.

Proper shape

"Manning in the service areas, that is those parts of the world not directly engaged in production is, I believe, where our problems lie."

"When I look at some of our groups' manpower charts, there are jobs which are difficult to recognise. Our management structures must be got into proper shape. I am determined to jolt all parts of BSC out of the land of lotus-eating."

Mr. Scholey described the current crisis facing British Steel as "a straitjacket we have to get out of."

It was essential the unions acknowledged that management was fighting to maintain a good future for the majority of men currently employed by BSC and that only a certain number of men could be employed for each tonne of steel produced.

High cost

Mr. Scholey produced at the meeting what he called a "frightening" chart, previously shown to Mr. Eric Varley, Industry Secretary, showing that the high cost of BSC's labour force was the greatest single obstacle to a prosperous future for the corporation. It represented 73 per cent of the corporation's fixed costs.

Mr. Len Kingshott, managing director, finance, explained that the combined effect of selling in world markets, in which price movements were highly cyclical, and operating with high fixed costs was that the corporation faced a swing of £300m in its

financial performance in a single year.

It was also revealed that the BSC intends to look into how its manning levels compare with the best of the private sector steel-makers.

EEC counterparts

In addition, the corporation is offering to take union representatives at both national and works levels to see how their counterparts in the EEC fare in terms of manning levels and output.

The idea according to Steel News, the BSC employee journal, is that union personnel will be able to compare not only the working standards and practices of BSC and the rest of the EEC, but also the overall standard of living involving pensions, holidays and all other fringe benefits.

Our Darlington Correspondent writes: The BSC yesterday launched a recruiting drive for workers for its new £1,500m, complex at Redcar Teesside. It wants more than 1,000 men for the coke ovens, raw materials and sinter plants which are due to be commissioned next year. More than £7m-worth of equipment will be installed.

Objective

Sir Derek said that a dramatic reduction in the costs of producing coal at the three Kent pits should be the joint objective of everyone.

"At present, these costs are by far the highest in the country," he emphasised. "I know that geological conditions are not ideal but they are not the full explanation for the fact that Kent costs are double the national average."

Speaking generally, Sir Derek said coal must be available to avoid turning to imported oil when the economy picks up, as it will, in my opinion, a few months from now.

Therefore, pits were being prepared so that when the industry returned to work after the holiday season, the coal would be available to meet the 5 per cent increase in productivity agreed with the unions.

Regional disparities in unemployment have been markedly reduced during the current recession. With the total at record post-war levels, traditional high unemployment areas such as Scotland and the North have continued to suffer higher rates than the rest of the country. But the rises in the lower unemployment areas such as the South East and the Midlands have been greater and the gap has narrowed.

Regional unemployment

SCOTLAND AUG 74 AUG 75 4.1% 5.3%

NORTHERN AUG 74 AUG 75 4.7% 6.0%

YORKSHIRE & HUMBERS AUG 74 AUG 75 2.7% 4.1%

WIRELAND AUG 74 AUG 75 5.7% 8.0%

N.W. WESTERN AUG 74 AUG 75 3.6% 5.4%

E. MIDLANDS AUG 74 AUG 75 2.3% 3.8%

WALES AUG 74 AUG 75 3.8% 5.8%

W. MIDLANDS AUG 74 AUG 75 2.2% 4.4%

EAST ANGLIA AUG 74 AUG 75 2.2% 3.7%

SOUTH WESTERN AUG 74 AUG 75 2.8% 5.0%

SOUTH EAST AUG 74 AUG 75 1.6% 3.0%

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Profit up £4m. at Cable and Wireless

Financial Times Reporter

CABLE AND WIRELESS, the international telecommunications group owned by the Government, made a profit of £19m in the year to March 31, 1975—about £4.5m more than in the previous year.

The company earned £27m in foreign exchange last year, compared with £22m in 1974. In its annual report Cable and Wireless says it is "cautiously optimistic" that turnover will rise again during the current year and that the "before-tax profit will be held at its current level."

In its accounts Cable and Wireless refers to losses made by Coltrane, a Hong Kong subsidiary producing electronic calculators which is now in liquidation after losing £8m since its acquisition in 1971.

Following a report by Social Audit, the consumer group, the Department of Industry inquired into the loss, which is soon to be investigated by six MPs from the Commons Select Committee on Nationalised Industries. The team will fly to Hong Kong after the House resumes.

PAPER AND BOARD PRODUCTION

Figures for U.K. paper and board production in the first six months of this year, published in The Financial Times yesterday, correctly stated that total production (excluding building board) during the period was 24 per cent higher than the first six months of 1974. Production was in fact 24 per cent below that of 1974.

GALLUP POLL

Social Surveys (Gallup Poll) mentioned in yesterday's story on attitudes to foreign goods, points out that it is an independent British company and not a subsidiary of the American Gallup organisation.



Lady Chichester presents the "Chichester Log" to Mr. Alan Hare, managing director of the Financial Times. The leather-bound volume is a facsimile of the log kept by Sir Francis Chichester on his single-handed voyage round the world in Gipsy Moth IV. It is offered as a prize for the yacht keeping the best log during the Financial Times Clipper Race.

Thames festival will recapture the splendour of sail

BY ALEC BEILBY

WHEN THREE fully-rigged training ships—the first of 80 sail-training vessels from 14 nations—arrive in the Pool of London

for the Thames festival, the city will be treated to a week of sailing, regatta, and other events associated with the sea.

The festival, probably the most spectacular maritime event since the Thames since the reign of Charles II, will enable thousands of people to visit ships from Woolwich to the Tower for past days of sail, play a vital training role.

The first arrivals will be the two Danish training ships, Danmark and Georg Stage, and the Russian training barque, Tovarisch.

They will be joined during the week-end by the Portuguese barque, Sagres, and the West German barque, Gorch Fock, both similar in size to the Russian ship. The Gorch Fock will be berthed opposite the Tower of London alongside the cruiser HMS Belfast, and will provide the backdrop for hundreds of smaller craft that will be arriving in the Pool of

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London and the nearby reaches of the Thames for a week of sailing, regatta, and other events associated with the sea.

Later in the week there will be two further fireworks displays. The second at Greenwich on Friday—will add to the splendour of the Clipper Race Ball, being held in the Painted Hall at Royal Naval College, Greenwich.

During the week, the 1,500 trainees who run the 80 ships will hold tug-of-war contests in the sea.

Another Marks and Spencer supplier lays off workers

FINANCIAL TIMES REPORTER

FOR THE second time in a week, a major Marks and Spencer supplier is laying off staff because of falling demand.

Manusfield Hosiery, which is part of the Nottingham Manufacturing Company, has laid off one third of its workforce at its Shepshed factory for an indefinite period.

About 240 workers are involved at the factory which produces fully-fashioned knitwear and employs some 750 workers.

Manusfield Hosiery, which last year lost production as a result of a ten-week strike among its Asian workers over equal job opportunities, has already laid off another 50 knitters and runners-on at its Loughborough plant.

Since Marks and Spencer announced it was cutting its stock-holding by 10 per cent, a number of its suppliers have had to lay off workers. Last week,

Corah, one of the company's major textile suppliers announced it was closing three factories and making 500 workers redundant.

Unemployment in the Leicester area is already running at 5.8 per cent, and yesterday the City Council said it was setting up a special study to organise an early warning system to forecast national trends dangerous for local industries.

The study, which will cost about £7,000, is being set up in association with Leicester University and Leicester Polytechnic.

The early warning system would result from research at the university where national industrial trends and their possible consequences for local industry would be assessed.

The National Union of Hosiery and Knitwear Workers emergency committee, formed to fight

Alliance Party mediates in Ulster talks

BY GILES MERRITT

BEVERLY behind-the-scenes political activity, with Northern Ireland's centrist Alliance Party taking the lead as mediator between the UUUC Loyalist coalition and the Roman Catholic SDLP, began today in an effort to patch up yesterday's near-breakdown of the crucial inter-party negotiations.

To remind the participants that time is running out, the spiral of sectarian violence continued—two more killings today lifting the death toll for the last 12 days to 14. A Catholic was shot dead this morning on the fringes of Belfast's Tiger Bay Loyalist area and just three hours later terrorists gunned down two Protestants standing on a used car lot in nearby Glengormley. One man was killed, the other is in a critical condition.

Although the inter-party talks between the UUUC and SDLP came dangerously close to deadlock yesterday—when the three-man Loyalist team headed by Vanguard Party leader, Mr. William Craig, walked out of the meeting after less than two hours of discussion—there is still hope that the two sides can eventually be coaxed into agreeing on some form of devolved government for the province.

The Alliance Party, which almost two years ago played a vital intermediary role in the negotiations that led to the power-sharing Executive, has once again embarked on the same task.

Mr. Oliver Napier and other Alliance leaders will discuss proposals to be put to the SDLP and UUUC at meetings to-morrow.

The SDLP team, led by Mr. John Hume, is known to be holding out for full participation in government at cabinet level. Although the term now apparently being used is "collective responsibility," Loyalist hardliners have dismissed these demands and are even questioning the wisdom of the UUUC negotiators in proposing a system that could give the Catholic minority control of such important sectors as housing or industrial development.

Three-man Cabinet

The UUUC scheme envisages a three-man cabinet with eight powerful "congressional" committees beneath it whose control would be evenly split between Loyalists and SDLP. Their representatives would chair three each, with the remaining two divided between the Alliance Party and Mr. Brian Faulkner's moderate UPNI.

Engineering orders begin to revive

BY KENNETH GOODING, INDUSTRIAL CORRESPONDENT

THE LONG and very steep fall in new orders for the engineering industry might have levelled out at last. This possibility is tentatively held out today by the Department of Industry with publication of the latest engineering sales and orders statistics.

But this is only a very faint glimmer of light to cast on the industry's current gloom.

For the statistics, published in Trade and Industry magazine, show that the level of new orders are running a third below the peak they reached during the boom period of 1973, and the recent inflow of new business is still much lower than current sales. Order books are falling throughout the engineering sector.

Very slim

The industry had been waiting anxiously for the fall in new order intake to level off. For the year to May, the month covered by the latest figures, the rate of ordering had dropped steadily until it was close to the lowest level recorded since the present engineering indices were started in 1969.

A spokesman for the British Mechanical Engineering Federation pointed out last night: "The rate of the fall in new orders could not continue at such a sharp rate. The order intake

in our sector has fallen by half." Nothing has happened in recent weeks to change the view that, for mechanical engineering at least, the bottom of the trough in demand will not be reached until well into the second half of 1975 and that by the first quarter of 1976 order books will be very slim indeed.

The Department of Industry bases its tentative optimism on the fact that the trend of total net new orders increased during the three months to the end of May by 3.5 per cent. This reflected chiefly a greater inflow of home new orders in the previous months but trend estimates of export new orders also slightly increased by 1 per cent, suggesting that overseas orders might now be steadying after a decline of 30 per cent. from their 1973 peak.

Between February and May total orders-on-hand fell back by a further 5.5 per cent, reflecting the continuing low levels of home new orders in relation to those of sales. Over the same period, home orders-on-hand fell by 6 per cent, while export order books lengthened by 4.5 per cent. This is in line with the findings of the Engineering Employers' Federation that, apart from a "reasonably optimistic outlook for exports, prospects for the industry" over the next 12 months are grim.

Action urged on BR Channel shipping

BY JAMES McDONALD, SHIPPING CORRESPONDENT

URGENT ACTION is required if British Rail's shipping division is to remain viable on the cross-Channel routes, a report published by the Commons select committee on nationalised industries said yesterday.

"Everything that can be done should be done to modernise and expand its fleet to meet opportunities for growth and profitability," states the report, which is the result of an investigation begun in November, 1973.

The report recommends that if British Rail is required by the Government, for social or other reasons, to operate an unprofitable shipping service which it wants to close, the costs should be separately identified and charged to the Department of the Environment.

The report also recommends that legislation should be introduced to allow British Rail ship-owners freedom of operation within the short-sea routes, the report also recommends

the present use of lost discount rates to see whether they provide an adequate guide to investment decisions.

BR's competitors, "who have to raise their finance privately, will probably need to secure a higher return on new investment than BRB do with the benefit of public finance to back them."

Methods of financing new ship construction should be kept under constant review.

Mr. John Prescott, Labour MP for Hull East and a member of the committee, yesterday went beyond the report's language, accusing Ministers of "shackling State shipping and calling for a £100m. cross-Channel investment plan and the establishment of a National Shipping Agency."

"I am asking Dr. John Gilbert, the Transport Minister, for an immediate grant-in-aid programme of at least £100m. in Channel shipping and hovercraft services, particularly in view of the cancellation of the Channel Tunnel," he said.

Secondly, concluded with this, I am demanding that the Government should accept that the British Rail shipping division should be separated from the main Board.

"Thirdly, I want the Government to consider establishing a National Shipping Agency to serve all the nationalised industries' shipping interests."

"Nationalised shipping, which directly or indirectly controls over 2m. gross tons—and particularly the B.R. Shipping Division—has been seriously prejudiced in its activities to maintain a modern and expanding shipping fleet, by a combination of old legislation, government departments' rearmaments, British Rail's 'obsessions' and the financial incentives available to its private competitors."

Ownership, Management and Use of Shipping by Nationalised Industries, S.O. 47.70.

Threshold

In this context, the British Railways Board does not have the power, "nor is the Minister able to consent to," operations between parts where former railway companies have not previously operated.

Because of this statutory limitation, "it was impossible, when the container through-capacity at Parkstone was recently further reduced by technical problems with the Gollard cranes, for Sealink (BR's shipping service) to move across the water and operate from Felixstowe."

The report recommends that the threshold for capital investment projects requiring Ministerial approval should be raised to £2m. in 1975 prices for the British Rail Board and to £1m. for the Scottish Transport Group (STG).

The Treasury should examine

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BOOKS

So are they all, all honourable men

BY C. P. SNOW

The Impact of Hitler by Maurice Cowling. Cambridge University Press, £15.00. 561 pages

When I was a youth of 18 or so, I used occasionally to walk home with a middle-aged acquaintance. We had met at a local chess club, and I enjoyed his company. He was a bachelor, totally unambitious, holding down a modest clerical job. He was a good talker in a gentle, agreeably witty fashion. He had read a lot, and at that time I was eager for bookish conversation.

One of his favourite topics, I soon discovered, was the French Revolution. He knew the history almost week by week, and I learned dates and names which I have remembered after all these years. But he also knew why the Revolution had happened. Still gentle, lucid, quiet and humorous, he told me so, with the certainty of someone who is in possession of a truth not granted to many. It was the work of a secret society, a secret society which had set out to destroy civilisation. Which had gone on to greater things. Which was, of course, responsible for the Russian Revolution. Which was still at work, more powerful than ever.

I don't think I had met anything like this quiet, happy,

intellectual persona before. He recommended me to read the revelations of one Nesta H. Webster. That would be a good start. I didn't argue the case. I was in a state of mild stupefaction. I have felt a somewhat similar stupefaction reading Mr. Cowling's *The Impact of Hitler*. It is, I ought to say at once, far from easy to read, even to those of us who would expect to be interested in the subject. Mr. Cowling has a wonderfully witty and witty mind as that of my old chess-playing friend. Or perhaps he deliberately set out to eliminate all devices and structures, either in the architecture of his book, or in his language. He may have been aiming to create an atmosphere of detachment or neutrality. It takes some time, as one plods on, to realise that he is about as detached and neutral as Nesta H. Webster.

I must make it clear, however, that this is not a work of conspiracy-theory, at least in any ordinarily admissible sense. He is dealing almost exclusively with British politics, and very largely British parliamentary politics, from 1933-1939. There is little about what Stalin at Potsdam called "the estimation of forces". There is very little indeed about the military balance-sheet, except for some misjudgments—such as about

the strength of Italy and Poland relative to that of the Soviet Union which seemed grotesque at the time and now look just insane. America enters only in the most fugitive manner. For nearly the whole of this long book it is a matter of jostling for parliamentary office in the time of Hitler's rise, who's in, who's out, the personal interplay of Westminster politics.

In this exercise, Mr. Cowling has searched among a wide range of material, published sources, conversations, unpublished papers, including Neville Chamberlain's. Much of this will be valuable to future scholars, who will interpret it quite differently. It is, of course, of particular interest to anyone who knew some of the people concerned, and can catch the tone of voice. It would be delectable to hear Hankey's ghostly comment on being told that Chamberlain was the only strategist in the War Cabinet of 1939. Hankey had spent the best part of his life thinking about strategy and, though he wasn't always right, for a generation he was much richer than anyone else in Westminster and Whitehall.

If the documents were left to speak for themselves, one might emerge with a general impression that men, all men in positions of influence and power, aren't very wise, are remarkably shortsighted, can never for long get

away from their own egotisms, and aren't fit for the places they hold: that was not only specifically true in Britain between 1933 and 1939, but would be true of any similar society and wouldn't be altered if they were replaced by any alternative set of men.

Well, such an impression, though not particularly exhilarating, may be more salutary than excessive veneration of human wisdom. The sheer difficulty of political affairs in a highly articulated world is something that ought to be recognised, men just aren't good enough or clever enough to make much of a shot at it. But it certainly isn't that impression, which Mr. Cowling wishes to convey. Half-hidden under the mass of facts, submerged by the appearance of neutrality, is something very different. It is that, in the 1930s and long before, there was not a conspiracy but a kind of consensus of various self-interests which would combine and lead the country into disastrous policies—into, in crude fact, going to war with Hitler. If he were left alone to pursue his own activities, he wasn't likely to interfere with the invisible and unconscious consensus—hadn't forced itself, we could have kept out of war and preserved the Empire. The people who formed the consensus, however, though not often, have amiable qualities, but objectively they

were very bad things—such as that irresponsible opportunist Churchill, or Anthony Eden (mysteriously described as an ideologist) or all kinds of layabouts who formed groups round those two, ambitious young self-seekers like Harold Macmillan, unspeakable figures of the Labour Party, dangerous revolutionaries such as A. L. Rowse and Roy Harrod. Gradually the consensus corroded. Parliamentary opinion and so destroyed the enlightened policies of the real leaders of Conservatism, Baldwin, a very good thing (with which except in the aspects chosen by Mr. Cowling, many of us would agree), Neville Chamberlain, a moderately good thing, Halifax, good at least in his appeasement period.

History can be written in any conceivable way, so long as one doesn't take it too seriously. This idiosyncratic version of Conservatism is perhaps better left to Conservative theoreticians to come to terms with. Certainly there is nothing to do with High Toryism. Cecil and Cavendishes and Stanley and their intellectual descendants would cut their throats before they do anything to do with it. But then, High Toryism is maybe a creed that can only survive in a great society. This less elevated Toryism of Mr. Cowling's persuasion reminds one uncomfortably of the Conservatism in the Third Republic, period 1935-45.

Storm among the teacups

BY CHRISTOPHER JOHNSON

The Nationalization of British Industry 1945-51 by Sir Norman Chester. HMSO, £21.00. 1,079 pages

The new official peacetime history could not have begun with a more topical subject than nationalisation. The problems encountered in 1945 in taking over coal, gas, electricity, railways, road transport and steel are still with us to-day, some of them as far from solution as ever. The current nationalisation of shipbuilding and aircraft manufacture raises the same issues all over again, and Government participation in North Sea oil brings up a number of new ones as well.

Sir Norman Chester has had access to Cabinet and departmental records, and acknowledges the "numerous cups of tea" with which the civil service helped him to plough through them. Whatever the present Government's views about the Crossman diaries, it has agreed to lift the veil after thirty years of the century on some of the disagreements between Ministers and their civil servants in an area of policy to which the political pendulum has swung again.

The limitations of official history, combined with the author's own penchant for viewing reality through the neutral spectacles of the administrator, have made this a monumental source book, rather than the magisterial account of the politics and economics of nationalisation for which we are still left in hope. Sir Norman sees his task as one of having to describe in great detail the process of policy formulation and legislation through which the Labour Party's major election promises were implemented. He does not go behind the official documents to explore the basic political and economic arguments for and against nationalisation, nor does his time-scale give him much opportunity to consider how far the results expected from the programme were achieved.

Sir Norman cites a number of different arguments in favour of nationalisation in the course of the book: control of the "commanding heights" of the economy; the need for scarce investment resources into the correct priorities; social responsibility of important industries both to consumers and workers; more efficient management of previously fragmented sectors; and the elimination of monopolistic malpractices. He does not set them out in any detail; perhaps he is aware that the Labour Party's nationalisation policy was a long-standing and inescapable commitment to its trade union supporters which it rather unexpectedly had to fulfil at short notice with little advance preparation. It is a tribute to the civil service that the result was, if not all that the idealists had hoped, something less than total disaster.

The book is set out as a comparative analysis of each issue as it applied to all the industries taken over. First comes the scope of the activities to be nationalised—in today's terms, for example, should ship-repairing as well as shipbuilding be included? (Mr. Benn was in no doubt about that, but should have pondered a remark by his father quoted in this book about the damaging effect on industrial initiative of impending nationalisation). On compensation, there were two main issues; first, should it be based on asset value however defined, or on market

value of the shares, and if so over what period? (Either method still has its drawbacks.) Secondly, should it be paid in cash, or in Government stock—which Dr. Dalton then thought expensive at 3 per cent.

The interim period between the announcement to nationalise and vesting day went up to as much as five years in the case of steel, and Sir Norman does not deal very fully with the damage done to key industries while marking time in the limbo between the private and public domain. He covers industrial structure, and shows how easily it was assumed in many cases that nationalisation would be a monolithic, centralised industry, irrespective of the drawbacks of enormous size. This leads him on to the composition of the boards, where again there was little realisation of the management problems of finding suitable people to run vast new empires at modest salaries with little security of tenure.

The chapter on financial provisions foretells a long and unfinished debate about whether public industries are supposed to be profit centres in their own right, or an instrument of official economic management. It is a pity that Sir Norman does not bring in some elementary economic analysis to explain the conflict between the obvious orthodoxy that public corporations should break even, taking one year with another, (or one half-century with another, as Sir Dennis Robertson quipped), and the view then put by the Economic Section of the Treasury that it was to the advantage of society that they should adopt marginal cost pricing, even if it meant running at a loss. The nationalised industries now get the worst of both worlds, since marginal costs are in many cases high and prices are set by the government because of short-sighted anti-inflationary reasoning which results in anti-social losses.

The case for keeping prices as low as possible is dealt with in a section on the consumer, but the intellectual link with the marginal costing argument is missing. The employee, for whose sake it was done, is shown as remaining remote from the nationalisation process, and participation is still to-day a matter for the future as it was then. The last chapter deals with the control exercised by Ministers and Parliament over the nationalised industries, which has been inadequate to prevent major errors of strategy, but close enough in matters of detail to inhibit the entrepreneurial spirit. Supervisory boards of non-executive directors of the kind now under discussion for private industry, are one solution worth considering, which existed in embryo in the Iron and Steel Corporation before it was denationalised.

If there is a moral in this continuing political saga, it is that nationalisation by consensus is less damaging to the economy than bitterly contested cases, such as steel, which was denationalised in 1953, only to be nationalised again in 1966. Sir Norman points out that the Labour Cabinet was divided on steel nationalisation, and went as far as to discuss a compromise involving public control which stopped short of ownership. The shipbuilding industry to-day is re-examining the history of the steel industry in the 1940's in seeking a similar kind of "mixed economy" solution, and the steel industry's current performance is hardly an argument in favour of more thoroughgoing nationalisation.

Even in the industries which the Conservatives, perhaps too readily, conquered in keeping nationalised, the power which the trade unions have finally claimed as their inheritance is a threat to economic stability because the revolutionary idea of giving the workers responsibility in running "their" industry has been accepted by a Labour Government which a Labour bureaucracy of wartime had become second nature.



"Wood on the Downs" by Paul Nash which appears in Britain Observed: The landscape through artist's eyes by Geoffrey Grigson. (Penguin £9.95, 203 pages.)

Fiction

Party time

BY WILLIAM KEEGAN

But the Dead are Many by Frank Hardy. Bodley Head, £3.75. 293 pages

The Understudy by Ella Kazan. Collins, £3.50. 352 pages

Direct Flight to Allah by René Deville. Collins, £3.50. 294 pages

Dangerous French Mistress and Other Stories by Laurie Colwin. Chatto and Windus, £2.75. 136 pages

The often deliberate confusion of form and content is one of the many besetting sins of our age. A novel like *Ulysses* in the end had to be judged on its merits, and not on its structural relationship to the *Odyssey*. Similarly, Frank Hardy's *But the Dead are Many* must be judged on its merits, and not on its accuracy with which it achieves Mr. Hardy's professed target of "a novel in fugue form". . . . a definite number of voices stating and developing a theme contrapuntally . . . exposition . . . development . . . climax . . . coda . . . etc.

The comparison with Joyce is not unfair, at least to Frank Hardy. Despite the exuberant dust covers which make the illustrations on the average cheap novelette look like *Turners*—this is a very ambitious work. At one level it is a high-class detective story, tracing the back-story to the suicide of John Morel—a leading, but not too successful figure in the Australian Communist Party. At another, it is investigating what went wrong for a whole generation of more or less than the struggles of "revisionists" like Morel with comrades and consciences are linked with the struggles, trial and death of Morel's own mentor—Nicolai Burastakov—whose trial he attends in 1938, whose daughter Morel has an affair with, whose widow provides vital clues to the presumed suicidal tendencies in Burastakov himself.

Morel has gone from one religion, Catholicism, to another—or has he? He preaches that the Communist Party must establish a set of values which applies to means as well as ends; recognises that the Party has treated people as its rather than "Thou". His mind is not only tortured by the cruelty of the cause he has espoused; also by memories of his father's own suicide, his mother's possessive breasts, the impotence of his relationship with his wife and children (sic), the inability of the Party official to avoid piling up bourgeois debts. No psychiatric book is left unturned by his mate Jack (a fugue-like alter ego?) in the

search for what went wrong, and there are plenty of trails and counter-trails left by Morel himself. The self-imposed death of the values-salesman in a seedy, up-country hotel is justified in a testament which harps tragically on Morel's need to transcend himself by dying, to remain beyond for his country, to have been a testament of whose logic not all his Jesuit teachers would have been proud.

The tragedy is unfolded with consummate skill and great narrative strength. Yet one is not as moved as would be by a truly great work. The female characters are badly delineated—a fault which the narrator concedes, and which is perhaps de rigueur in the Great Australian male novel. More important, however, is the unimportant bathos of the parallel drawn between the Russian Burastakov and Morel's condition, which involves an altogether lower form of martyrdom. That is the real tragedy, although the author only seems to register this in the subconscious to which he is so attached.

Ella Kazan's *The Understudy* is another modern tragedy, with self-consciousness, Acropolis undertones. Sidney Castleman—né Schlossberg—is a declining Broadway star, a truly great actor, as he constantly reminds himself. However, his study, Sonny got his chance from Castleman, who had previously taken his chance with Sonny's mother.

Sonny star is in the ascendancy as Castleman's fall is motivated by a mixture of guilt (the old man is now his understudy) loyalty, and a desire to humiliate. Sonny allows the ailing Castleman to become an increasing drain on his own meagre financial and emotional resources, to the inevitable detriment of an already shaky marriage. Castleman ("True tragedy takes place because of what the person to whom it happens is") never gives up hope of the great comeback, in which he will star as the Great Scientist, disillusioned with the atomic bomb he had a hand in, who invents something bigger and gives it to the smallest power on earth. Prometheus' revenge. Doomed!

Relief from the fray takes Sonny to Kenya on safari, where his attempt to find himself brings advice from the safari leader to disengage from emotional entanglements and play the strong animal—advice whose force is diminished when his proposition is shot by the husband of a girl from whose camp he has evidently failed to disengage himself. Back to the New York jungle, where the company Castleman keeps is sinking lower and lower as he tries to finance the great

comeback, and Sonny attempts to shake off the "mechanical rabbit" charge which Castleman levels at his acting. By this time all the characters are well into the New York underworld in a brilliant climax which makes good holiday thriller reading.

Also in the good holiday reading class—and much more light-hearted—is the highly entertaining *Direct Flight to Allah*, by René Deville, alias the better-known Romain Gary. Model Stephanie files to Haddan in the Middle East and gets involved not so much in fashionable poses as in a black comedy of arms deals and revolutions, with severed heads and a local CIA agent called Rousseau thrown in. Fast and funny.

I also recommend *Dangerous French Mistress and Other Stories*, by Laurie Colwin. Miss Colwin is another in the long line of Americans who are skilled in the art of the short story single-handed, and she makes a very good attempt.

Accustomed as we have become to perennial payoffs of respectable Western countries and the problem of recycling petroleum revenues, it is difficult sometimes to appreciate that "OPEC-lypsis"—as one journalist was put it—occurred almost two years ago. Those 12 days in October, 1973, when the producing states decided to set their own prices without going through the formality of negotiating with the companies selling in motion the deluge of petrodollars. From that moment the hotels of Arabia and the Gulf have been strained to bursting point by businessmen, consultants and bankers—some of them as ignorant as the local financial terrain as they are speculative.



Lord Halifax

Bennet and the rest, "Better Hitler than Blum."

There is one curious phrase which suddenly shines out of Mr. Cowling's muted language. After the deposition of Chamberlain, Mr. Cowling refers to Kingsley Wood as "the indispensable Judas." It is the sharpest outcry of emotion in the whole book. What a singular Judas! What a singular Judas, as far as that goes. The impact of Hitler is a singular gospel.

A dip in the well

BY RICHARD JOHNS

A Hundred Million Dollars a Day: Inside the World of Middle-East Money by Michael Field. Sidgwick and Jackson, £8.95. 240 pages

Accustomed as we have become to perennial payoffs of respectable Western countries and the problem of recycling petroleum revenues, it is difficult sometimes to appreciate that "OPEC-lypsis"—as one journalist was put it—occurred almost two years ago. Those 12 days in October, 1973, when the producing states decided to set their own prices without going through the formality of negotiating with the companies selling in motion the deluge of petrodollars. From that moment the hotels of Arabia and the Gulf have been strained to bursting point by businessmen, consultants and bankers—some of them as ignorant as the local financial terrain as they are speculative.

With a book like Michael Field's *A Hundred Million Dollars a Day* in their briefcases that category would be very much better informed. As a result of his research which started back in 1972 before the monetary upheaval, it has the essential historical perspective. Field's work also has the virtue of placing the facts and figures in the context of the oil-rich Arab's own thinking on how their resources should be deployed. Like a river with many different tributaries constantly changing course, this fluid subject is a difficult one to map out with any finality. But quite apart from its value as background, Field's outline and analysis should give it a few years of good shelf-life at least to the book.

Wisely he has not ventured into a hazardous futuristic exercise of predicting surprises. Subtitled *Inside the World of Middle East Money*, non-Arab Iran is excluded from its scope apart from the competent introductory chapters about the oil producers' assertion of their muscle and Iraq, with its closed economy, is not examined in any detail. However, the author has ferreted deeply

Cypriot tracks

BY GEORGE ROWELL

Journey into Cyprus by Colin Thubron. Heinemann, £4.90. 269 pages

At any period this journal would have great value, for it was written on foot: the author walked some 600 of Cyprus's toughest miles, his roof the stars or the humblest of Cypriot homes, both Greek and Turkish. But chance has given the book another distinction, for the journey was undertaken less than a year before the catastrophic events of July, 1974, so that the picture drawn is of the island in the last spasms of its seemingly doomed struggle to preserve some sort of indivisibility. Purchased by blistered and bleeding feet, strained back and sweating flesh, this picture is extraordinarily detailed and vivid. As the author claims: "On foot, the slow emergence of the mountains imparts character to each. It is the difference between a glimpse and a stare."

Mr. Thubron's stamina is four nights without seeing her again; and a demented Brother who had bought high-end equipment in Los Angeles, concealed it in his cell, and cried out to his astonished visitor: "I've shaken the heavens. God is the ocean of sweetness. But I go back to sin as a dog to its vomit." The intensity of the author's vision can "cast a grey, hard halo" round Kokkina, a village on the north-west coast, but such lapses are few.

Sensitive and scholarly, Mr. Thubron's greatest gift is none the less his skill in sketching with a few strokes the good and generous folk who befriended him. Predictably, many of these portraits have a political frame, yet the purity of the sifter leaves the frame tarnished and tasteless. Moments: an elderly olive-farmer from the Mersinli district, humbly offered the traveller a night's shelter. Next morning a neighbour revealed that Meletios, although innocent, had been interned by the British for three years.

"But he knew that I was British?" "Yes. But you didn't do it, did you?" He picked up his hoe again. "The times make us mad." He waved me on my way. "Go to the good!"

There are also some fascinating grotesques, such as the professional strong-man, terrified of women, who once glimpsed his Soul-Mate in a German town and kept vigil outside her home for four nights without seeing her again; and a demented Brother who had bought high-end equipment in Los Angeles, concealed it in his cell, and cried out to his astonished visitor: "I've shaken the heavens. God is the ocean of sweetness. But I go back to sin as a dog to its vomit." The intensity of the author's vision can "cast a grey, hard halo" round Kokkina, a village on the north-west coast, but such lapses are few.

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LABOUR NEWS

NEWS ANALYSIS—INCREMENTAL PAYMENTS

Ladder through a loophole

BY CHRISTIAN TYLER, LABOUR STAFF

THERE IS one corner of the Government's anti-inflation policy that is generating almost as much heat as the £8 wage limit itself: the exemption of incremental pay rises.

Increments, or wage-for-age scales, are paid to thousands of white-collar workers, especially in the public services, as well as to some manual workers.

In previous incomes policies, established annual increments have been left through without much debate despite regular objections from the CBI. But this time, thanks largely to the CBI's renewed opposition to their exemption, followed by public service unions' fight for them within the TUC general council, the issue has been plucked from obscurity and special attention has been paid to it—most recently in the digest of the policy published in the Department of Employment News this week as part of the Government's propaganda campaign on the policy.

Grey areas

There are, of course, other grey areas in the White Paper, not even the Civil Service draftsmen could boil down to a one-line instruction a policy aimed to cover all types and methods of payment, visible and invisible.

These grey areas include such things as merit rises, promotion, job security, pensions, commission payments, fringe benefits and London weighting.

All have to be fitted to the £8 limit and the £8,500-a-year cut-off. The Government is deliberately leaving those areas grey for fear

of loop-hole hunters. The general view is that it is the spirit of the thing that counts, and the less expectation by Ministers the better.

Because of this, Mr. Michael Foot, Employment Secretary, has made only one major speech on the details of the White Paper in the House of Commons. From now on, it seems, problem cases will be dealt with individually and privately wherever possible.

Sales appeal

The peculiar problem about increments this time is that they just do not fit the concept—and hence the sales appeal—of the policy.

The broad and simple message of the policy is aimed at the individual: you should not take more than a £8 a week increase this year, and you should take nothing if you earn £8,500 a year or more. But if you are a Civil Servant, council officer, teacher, bank clerk or anyone else on an incremental scale (worth between £1 and £5 a week) you may have more than £8 provided that in paying you your due, the employer does not increase his total wage bill.

Enough people must fall off the ladder, through, for example, resignations and retirements, to offset the cost of accommodating new recruits so that the wage bill is financially self-balancing.

In the private sector—notably banks and insurance and some of the higher companies—similar accounts will have to be kept and produced when the employer goes to the Price Commission to justify a price rise. The banks, for instance, do not expect much from the Government's policy. Generally speaking, too, the bigger the organisation, the less likelihood of an awkward over-run in the incremental payroll.

Incremental payments are to be allowed, then, despite the opposition of many manual workers who do not accept the main defence of the exemption:

increase in the cost. The extra cost should then be divided by the number of employees affected and their £8 maximum rise reduced accordingly.

Theoretically, then, the Civil Service Department and other public service employers, will have to calculate in advance whether they are facing a net addition to their wage bill this year. Such a calculation would be enormously difficult if it were to be strictly performed.

For the purposes of the policy, therefore, public service employers are likely simply to take projected recruitment and retirement figures to see whether they balance. In the Civil Service and local authorities the balance is expected to be sufficiently close.

In education, less so because of the large numbers of young teachers who form a bulge near the bottom of the incremental ladder. Even here it is unlikely that the Government will swoop down and tell teachers that some of their increment must be offset against the £8 limit.

Commission

As for bonus and commission payments, apparently they will be allowed provided the percentage increase is not more than the equivalent of existing shop-floor productivity and overtime schemes.

The £8,500 cut-off is clearly intended to be absolute. Executives with profit-sharing arrangements or successful stockbrokers would be expected to waive their rises—although the risk of "detection" is of course small to non-existent.

Indeed, the whole policy, so long as it remains voluntary, depends on employers and unions bowing to the spirit rather than the letter of the law.

For that reason alone, the Government must be sincerely hoping that the argument about increments slides quietly back into its customary oblivion.

Burton sales staff are first in £6 queue

By Our Labour Correspondent

SOME 8,000 retail staff employed in the Burton-Jackson tailoring group have become one of the first sections of shopworkers to benefit from the full £6-a-week limit set by the Government's pay policy.

A package agreement concluded by the Union of Shop Distributive and Allied Workers provides for £6-a-week increases for managers and all adult retail staff payable from November 10—exactly one year after their previous annual deal.

The agreement means a new guaranteed minimum earnings level of £2,184 (£42 a week) for adult sales assistants and equal pay for women by the end of the year.

Several USDAW agreements concluded before the Government's pay policy was unveiled have since been dropped. The most important of these covered 150,000 staff employed in multiple grocery stores who were to have received increases of between £2.45 and £4.20 a week for shop assistants and up to £5 for managers. These were shelved after the Department of Employment ruled they would have to be withheld for three months to comply with a month's ruling embodied in the Government's policy.

Now USDAW is expected to press for £5 rises all round from the November annual settlement date—a move which if successful could prove more inflationary than the agreement that was abandoned.

Next week, a meeting of shop stewards from all plants meet to give their collective view of the proposals which if accepted in principle by September 1, will mean 500 lump sum payments for all 27,000 Chrysler workers.

Under an offer made when the scheme was outlined in May, a further £50 is on offer if the scheme is finalised by the end of the year.

Meanwhile the 1,200 men laid off from the company's Luton and Dunstable plants by a pay strike involving 45 inspectors have been recalled at least until next Wednesday.

They will be employed on annual stocktaking which has been brought forward because of the production halt caused by the dispute.

Triumph has laid off 2,200 car workers from its Liverpool factories, following the decision of strikers to drive to support a colleague who was sacked for refusing to obey a supervisor.

Talks were held yesterday between the Birmingham branch of the National Union of Journalists and the Chief Constable of the West Midlands, Mr. Philip Knights, about picketing incidents which resulted in ten journalists being fined last week.

METALWORKING

Automatic screw cutting

CLAIMED to be a new concept, the Thromatic is said to be suitable for attachment to most current lathes for automatic screw-cutting, while ease of changing to a different pitch and length, make it economic for small batch production. Speed of operation is also said to make it competitive with purpose-designed machines for medium and long batch runs.

The attachment produces a square path cutting motion, while accuracy is ensured by using the machine lead screw. The forward motion of the saddle, and thus the cutting tool, is effected by engaging the existing half nut by means of an air cylinder, instead of a signal from a timing dial fitted in place of the chasing dial. The signal ensures that the half nuts are only engaged when they are in correct alignment with the lead screw.

As the half nuts are engaged, the cutting tool is fed forward under air pressure to its cutting position. The saddle travels along the bed of the lathe until the required length of thread has been cut.

The half nuts are disengaged, the cutting tool is retracted, the indexing mechanism by which the depth of cut of each pass is determined is indexed one position, and the saddle is returned to the start. This procedure will continue until the indexing mechanism reaches its end-of-cycle position. The number of passes required, to a maximum of 22, is set on the index handle before screwcutting commences.

Typical cutting speed for a 12 tpi/2 mm. pitch thread is 1,000 rpm. The attachment can be fitted to most current lathes with a swing up to 380 mm.

Made by F. Bell and Son, Shire Hill Industrial Estate, Saffron Walden, Essex CB11 3AQ (0789 23187), the automatic cycling of the unit is said to enable screw-cutting to be carried out by semi-skilled labour.

OFFICE EQUIPMENT

Faster mail handling

THREE MAIL room products are being introduced by Pitney Bowes, the Pinner, Middlesex, Essex CM19 5BD (0279 25731).

Model 3320 two-station inserter automatically opens the flaps of envelopes (sizes up to 6½ in x 10 in.) ready to receive either one or two inserts. Directors safeguard against double or triple slips and stop the machine if either occurs. It will also automatically position addressed material correctly for insertion in window envelopes.

Modular design allows the new unit to be easily combined

INSTRUMENTS

Tiny desk displays

SMALL, low-cost, visual display terminals manufactured by Informer of Los Angeles are being introduced to Britain by the newly appointed sole agents, Cole Electronics Ltd. Measuring only 5½ inches across the screen diagonal, the lightweight terminal is offered in a choice of styles and finishes for commercial and home office environments.

These desk-top units may be connected directly to a computer or remotely by plugging into any telephone line.

Two models are available: Model D-301 with full duplex half duplex selector switch for

MATERIALS

Plastics to prevent corrosion

CORROSION costs British industry in the region of £1,500m. a year—approximately 2.4 per cent of the gross national product—or so DoI asserts.

RAPRA's polymer advice service is designed to help industry save part of this enormous drain on resources by using rubber and plastics in situations where corrosion causes problems with conventional materials.

RESEARCH

How to get a real spin-off

THAT HIGH technology research projects have any economic utility is a much-debated point. "Spin off" has entered the language, as organisations (among them NASA) have sought to justify massive expenditure on research by studies of specific technologies whose development was encouraged by advanced programmes.

A study mounted by CERN, the Geneva-based high energy physics laboratory of the European Organisation for Nuclear Research has followed a different route. It has quantifiable economic data. What is more, this is data provided by the respondents in the CERN study, not by CERN itself.

The method CERN has used places the onus of quantification on the industrial beneficiary rather than on CERN itself.

A process of winnowing down through research and interviews left CERN with 119 companies (from an initial 350) where dealing with CERN might have an economic value to the company concerned above the direct return from the sale itself.

The results indicate that from 1933 to 1973, CERN spent 394m. Swiss francs with these 119 firms (plus eight others which reported no gain in utility so far). For every 1 Swiss franc spent by CERN in the industry investigated, there were positive financial consequences of SF4.2.

The total "utility" forecast up to 1978 of the 127 firms above is estimated at 1,665m. Swiss francs.

Some 80 per cent of the total reported utility results came from sales to markets outside high energy and nuclear physics. In other words outside the research environment: Railways, shipbuilding, refrigeration, power generation and distribution, car body design and many others.

NAVIGATION

Data from a buoy

THE NATIONAL Data Buoy DB1 built by the UK consortium of Hawker Siddeley Dynamics, EMI Electronics, R. and H. Green and Silley Weir is being commissioned today at Lowestoft and is to be stationed in the North Sea later this year.

Main function of the 25 feet diameter buoy is to provide a platform for advanced oceanographic and meteorological sensor development. It will provide data for a variety of purposes which include improving the safety of ships and off-shore platforms, weather forecasting, storm surge warning and pollution control. The information from the sensors will be transmitted automatically via a telemetry link to a shore station at the Fisheries Research Laboratory, Lowestoft.

Parameters monitored including wind speed and direction, atmospheric pressure, humidity, air temperature, rainfall and visibility.

POWER

Neat power supplies to boards

A MULTILAYER bus bar system introduced by Mektrol N.V. of Ghent, Belgium, is claimed by the makers to provide superior mechanical and electrical characteristics with up to 40 per cent cost savings where power supplies have to be fed to the printed board connectors in systems using many boards.

The basis of each length of composite bus bar is a U-shaped housing. Lying in the "U" are two to six strip conductors sandwiched between dielectric layers and backed by a stainless steel strip which provides mechanical reinforcing and a measure of screening.

All the items are sealed within the "U" by epoxy resin, including the terminal wires which project from each of the bus bars at intervals along the length of the strip.

PRINTING

Boxes can be screen printed

This enables screen printing to be carried out on a gallon or 5-litre square cans, boxes, containers and covers in wood, plastic or metal. Height adjustment is by two lock screw adjusters—the screen remains parallel to the bed.

Known as the Handprint, the machine's floating bed has a 10 mm adjustment all round allowing an x-y movement. The bed's working area is 570 x 885 mm, with a perforated vacuum bed area of 425 x 450 mm.

Horizontally adjustable side arms of the screen frame holder will take any width screen up to 830 mm and there are five screw positions each side giving depth adjustment for screens up to 820 mm deep. Claimed to cost considerably less than comparable models, the machine is priced at £175 plus VAT.

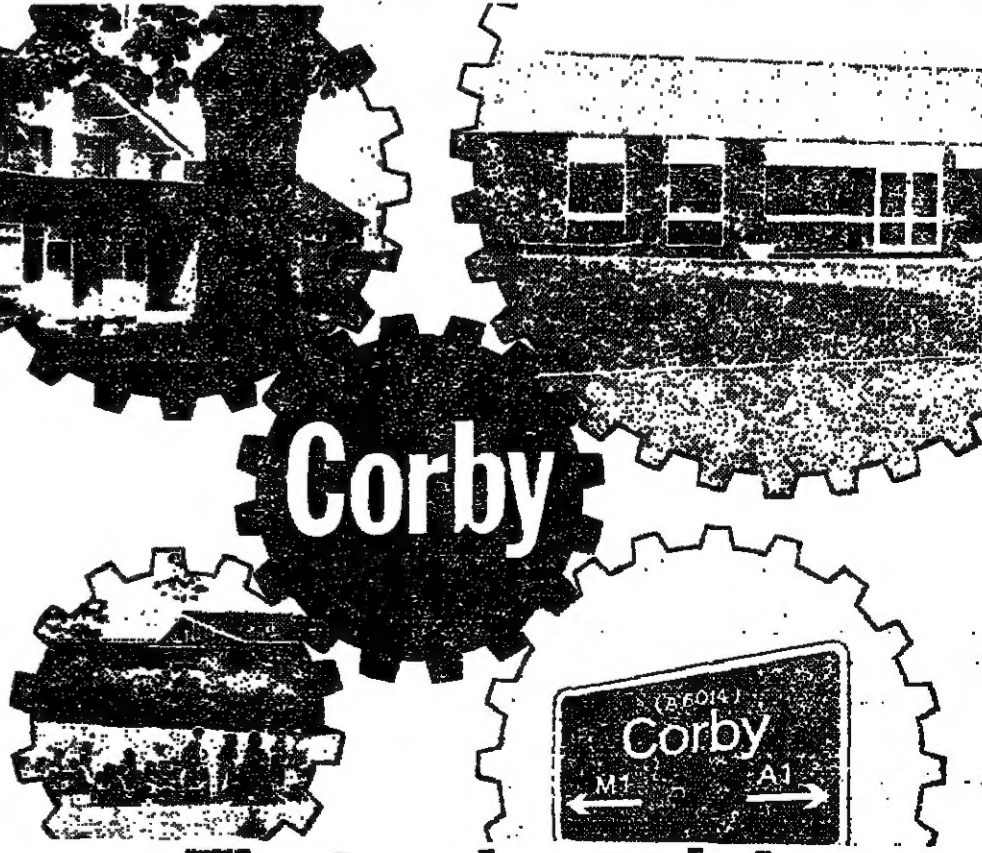
PROCESSING

Extracting iron from wastes

are electric furnaces that can be turned on and off each day instead of having to operate constantly as blast furnaces do. The electric furnaces use small amounts of coal and natural gas.

The process can run on waste materials such as fuel dust, mill scale, blast furnace sludge and the fine red dust produced by basic oxygen furnaces. The wastes are blended with finely ground coal, are moistened and then dried, using equipment and technology already in use.

While the pellets are still red hot, they are mixed with limestone as a flux and charged continuously into an electric furnace before they get a chance to cool. The furnace completes the transformation of the mixture into molten iron and slag.



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Redundancy plan rejected by NVT shop stewards

BY JOHN WYLES, LABOUR REPORTER

SHOP STEWARDS at Norton Villiers Triumph's Small Heath Birmingham factory, yesterday rejected management proposals for a virtual 75 per cent cut in the labour force through 1,000 redundancies.

The NVT plant, set out in a confidential document, has shocked the Small Heath stewards because it means that motor-cycle production, presently running at about 100 machines a week, would be brought to a near standstill.

The document makes it clear that if the 1,000 redundancies go ahead most of the 400 workers

left at the plant would be mainly engaged in the light engineering sub-contract work which is the other half of the factory's business.

In negotiations with stewards, the company, which is refusing to make any statement on the plan, has blamed the need for the redundancies on a cash flow crisis brought about by a slump in its motor cycle sales in Britain. The Government's refusal to give the company any more cash aid has made the job cuts inevitable, says the management.

In yesterday's talks, the com-

Chrysler claims it leads way with worker-director scheme

BY ROY ROGERS, LABOUR CORRESPONDENT

CHRYSLER U.K. yesterday claimed that its worker-participation proposals, prepared by a steering committee being considered by shop stewards, were "ahead of anything planned for any major manufacturing company in Britain."

The claim came from Mr. Peter Griffiths, the company's deputy managing director with responsibility for industrial relations, who released the first official details of the proposals which were revealed in yesterday's Financial Times.

They would, said Mr. Griffiths, involve representatives of employees in the decision-making process and running of the company from the Board down to day-to-day plant operations.

The reported scheme, the company has offered, the workers, through their unions, two seats on the main Board and representation on decision-making committees at both local and national levels.

It entered yesterday that management is thinking in terms of between two and four employees' representatives on the various committees which are at present some 10 to 12 in number. The company's main Board comprises 13 at the moment.

Under the Chrysler employee-participation programme, the company proposes the setting up of plant employee representative committees (PERCs), which would meet weekly, with the

plant manager in the chair, to discuss and review the operation of the plant.

A PERC would also appoint representatives to key decision-making committees in the plant covering such matters as production levels, manning, quantity and quality, recruitment, safety, working hours, training and canteen facilities.

Profit-sharing

Each PERC would also elect representatives to the Chrysler Employee Representative Council (CERC), on which would sit senior management executives.

The CERC, which would have about 24 employee representatives, would use regularly to discuss and review all aspects of the company's operations. It would also appoint two directors to the Board of directors and appoint employee representatives to the company's existing network of key decision-making bodies.

They would include the operations committee, which is responsible for the day-to-day running of all aspects of the company's operations, and committees concerned with such things as new model policy, future levels of production and sales, the use of energy resources, and quality and reliability.

Other items in the package of proposals include the introduction of national pay negotiations

NGA secretary expected to retire early

By Our Labour Reporter

MR. JOHN BONFIELD is expected to retire next year as general secretary of the National Graphical Association after a career spanning nearly 30 years as a full-time trade union official.

He is understood to have told the NGA's national council a fortnight ago that he intends an early retirement next year, when he will be 61. Mr. Bonfield refused to comment yesterday but it is believed that he will leave his job shortly after the union's biennial conference next June.

Mr. Bonfield became general secretary of the Typographical Association in 1957 and general secretary of the NGA in 1968 after a print union merger. He said several years ago that he wants to retire early and since then has had several bouts of illness.

Election of a successor may be held late this year or early next year and providing that he decides to stand, Mr. Joe Wade, the NGA's assistant general secretary, is likely to be the frontrunner.

Union ends 'blacking' at Birmingham Post

BY OUR LABOUR REPORTER

MANAGEMENT AT the Birmingham Post and Evening Mail claimed yesterday that a major obstacle to the continued publication of the two newspapers has been removed following a decision by local print union officials to lift a "blacking" campaign.

Members of the National Society of Operative Printers, Graphical and Media Personnel employed by the two newspapers have been "blacking" all specially delivered newspaper in support of the 250 Birmingham journalists involved in a six-week dispute which is still deadlocked.

The employers have been forced to make special arrangements for newspaper deliveries because Birmingham area lorry drivers belonging to the Transport and General Workers' Union refused to drive across the journalists' picket lines.

According to a management spokesman yesterday, Natsopa has now agreed to lift its "blacking," which has lasted

Observer peace hopes raised

THE LAST obstacle to a solution to the redundancy dispute at the Observer seemed to have been overcome last night. Members of the 120-strong chapel (office union branch) of the National Graphical Association voted in principle to accept a peace formula hammered out with the newspaper's management.

Mr. Joseph Wade, NGA assistant general secretary, said that it was accepted subject to certain matters of detail being agreed. "They are reasonably optimistic that they will prevent a final settlement being made," he said.

Members of the other unions have already agreed to accept similar terms.

The Property Market

BY JOHN TRAFFORD

The big institutions just keep on buying

INSTITUTIONAL investment interest in well let offices—and to a lesser extent in shops and industrial premises—in the south of the country continues unabated but with virtually all the deals concentrated in the £100,000 to £200,000 range. In the past fortnight (the Financial Times was not published last Friday) no less than 13 substantial deals have been revealed. The most interesting has been Siegel Estate's success in selling its 12,000 square foot freehold office block at 84, Mortlake Road, Richmond, Surrey, to an unnamed pension fund for over £750,000—an initial yield of 7 per cent. With the two other sales made since the abortive Siegel portfolio auction in June, sales now total nearly £1.2m. Knight Frank and Rutley and Alsops, joint agents for Siegel, describe the Mortlake deal as evidence that "the siege has lifted further" but with £20m of property in the portfolio it is too early to say that the relief party is in sight. The other investment deals have been as follows: Surbiton: 7,400 square foot Kingston House, Portsmouth Road,

sold to ICL Pension Fund for £490,000. The building is fully let to the Guardian Royal Exchange Group for £40,700 a year which indicates a yield of more than 8 per cent. City: 6,800 square foot 7/8 Bream's Buildings (a Haslemere refurbishment) let to Target Trust Group for £45,000 with an open market review in 1978 has also been bought by the ICL Pension Fund for £600,000. London, N.W.10: J. S. Bloor has sold its new 46,000 square foot warehouse/16,000 square foot office block development in Old Oak Lane to Carlberg Distributors for about £1m. This is one of the few owner-occupied deals recently reported and probably equates to a yield of 1.5 per cent, above the yield acceptable to an institution. Southampton: Oakhill Developments (Property) have sold their office and showroom development at Shirley, Southampton, to a pension fund for £335,000. The deal was agreed back in 1973 and provides no pointer on yields. Aylesbury: the long leasehold on an 8,000 square foot office block at 13/15 George Street has been bought by a major insurance company from Castlestone Investments for more than £300,000. The building is let to Buckinghamshire County Council for £26,750 a year suggesting a net yield of just below 8 per cent. If the building had been freehold the yield would probably have been below 7 per cent. Alton: 5,000 square foot Lenten House, a Georgian office building, has been bought by a pension fund for £180,000 from Leitch Developments. The office is let to Bausch and Lomb at £14,000

British Land's reassessment

SOME City commentators thought that British Land had not been sufficiently ruthless in cutting the value of its property portfolio from £288m. (the figure in the books based on an April 1974 valuation) to £235m. which was the directors' assessment of current values at the end of the company's last financial year (March 31, 1975). A closer look at the figures suggests, however, that the company has cut back values very drastically indeed. Of the £288m. total some £30m. is development in progress which it is reasonable to continue to value at cost. A further £30m. is overseas properties which, with currency fluctuations and a now higher proportion of completions and lettings have probably gone up but at least have not fallen. If these two items are removed it appears that British Land has cut £33m. from the rest of the portfolio, valued at £178m. in April last year. This represents a reduction of almost 20 per cent. in the estimated value of U.K. completed properties and development sites. It is known that the development sites value, £10m. at the time of the official valuation, has been cut to the bone but even so the cut in the estimated value of completed properties has been well above 25 per cent. There is a further point here which makes this reduction even greater than it seems. Ninety one per cent of British Land's portfolio is freehold or long leaseholds, much of it with a highly reversionary content. Most of the major reversionary mature within three years. Thus, if the property market had held steady over the past 15 months the British Land valuation should have risen by a substan-

tial margin because the reversion dates were a year nearer realisation. As the reversion becomes due one must expect the group's rental income, at present a little above £20m. a year to rise quite perceptibly. The main talking point on British Land's reassessment is inevitably, the 360,000 square foot Plantation House in the City. Two interesting points emerge about the property. Firstly, only about 30 per cent of the space is let at rents below market; secondly, most of these reversionary become due in March 1978, which is not very long into the future. At that point it should be possible for the building to generate about £5m. in rents which, probably account for some 20 per cent of the group's rental income. Much of the comment on the 1975 report and accounts has concentrated on the footnotes and the auditor's qualifications. But many a chairman would benefit from studying the presentation of a Consolidated Capital Account which distinguishes between realised capital profits (and losses) and unrealised items. Furthermore one might wish to see more property companies publish a source and application of funds statement as part of their report. After all, a statement of this kind will be required for trading periods starting after January 1 next year so some people might begin to get their eye in before then.

At North Wallington near Farnham in Hampshire, the permission follows negotiations with both Hampshire County and Fareham Borough Councils in which Mackenzie Hill agreed to leave 11 acres of open space alongside the river Wallington. Work will start next year on the 325,000 square foot first phase comprising factories and warehouses in units from 10,000 square feet upwards. Romulus Construction has won planning permission and a speculative ODP for 20,000 square feet net of offices and 2,250 square feet of showrooms on an island site in Fulham Broadway, West London. The project is due to start shortly. Romulus has also got planning permission and a speculative ODP for 32,000 square foot net of air-conditioned office space in the King's Road as part of a large residential redevelopment scheme which it is to carry out with The Orbit Housing Group on a cleared on-cars site at the junction of Gunter Grove and the King's Road. This project is also expected to start shortly.

Office sums at Arundel Court Grosvenor gets a tenant

IT looks as though Grosvenor Square Properties is about to let one of the two large office blocks it has built at Stonebridge Park, Wembley, a site which fronts on to the North Circular Road in London. The developers were asking £7.25 a square foot for the 52,400 square foot South Block. An international oil company with interests in the North Sea is said to be on the point of taking the letting, which is certainly encouraging for Grosvenor since the block is only now nearing completion. The South Block, like the

55,500 square foot North Block, is fully air conditioned which accounts for the relatively high asking rent. News of the letting of the North Block is now awaited. Jones Lang Wootton is acting as letting agents for the developers.

OUT AND ABOUT

● International General Electric Company of New York has paid a premium of about £500,000 for a lease expiring on December 23, 1982, for the 16,000 square foot office called Park Lane in Park Road, Regents Park, London, N.W.8. The lease requires an annual rental of £22,500. The vendors, Carreras Rothman, were represented by Healey and Baker, while Higgins Harron represented International General Electric.

● Philippine National Bank has acquired an additional 4,000 square feet of office space at 103, Cannon Street from the City of London Real Property Company for a rental of under £9 a square foot. The premises are now being modernised. Smith Metzack represented City of London Real and Higgins Harron represented the Philippine National Bank.

● Equity and Law Life Assurance, through its agents Stanley Alder and Price of Bristol, has now fully let its 29,000 square foot office development at 23, Baldwin Street, Bristol, to four clients. Rentals range from £3 to £4 a square foot. The ground floor has been let to an American Banking Group; the majority of the building to a major oil company, and the remainder to a merchant bank and a firm of chartered loss adjusters.

● Marbleford has asked us to point out that they are not a subsidiary of Fortress Trust, as was reported in this column on August 1, page 10.

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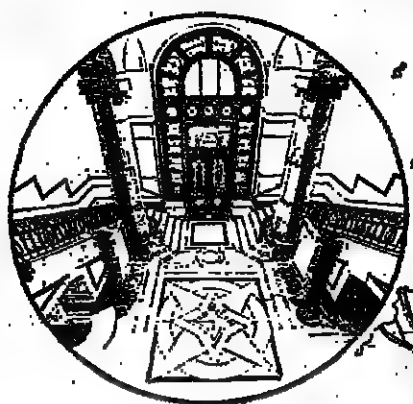
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The Executive's World

The happenings at Avon

BY NICHOLAS LESLIE

THE resignation of both the managing director and finance director of a company causes concern at the best of times. But for it to happen at Avon Rubber—a company which two months ago reported a first half loss of £762,000 and which is heavily involved in the tyre and general motor industries, both currently depressed—may justifiably leave the observer in trepidation as to what may happen next.

However, the reality of the departure of John Swanborough and Bryon Horton appears to be that the status quo will be maintained and that the possibility of any radical change in the company's operations has receded with their going rather than if they had won the day in the Boardroom struggle which reached its climax on Monday of last week.

Fundamentally, the aim of the two factions was the same—to relegate tyre and other motor industry activity, still the dominating sales and profit source, to a minor role in the group. It was when the decisions had to be made to achieve this objective that the differences of opinion began to show up, and significantly so in recent months.

Despite the rift, both factions appear to have remained on good terms, and it is perhaps



John Swanborough, former managing director of Avon Rubber.

because of this that only the bare outlines of the arguments have emerged. Nonetheless, the picture that can be built up is interesting for the sharp contrast it reveals in management views on how best to plan the future of a company—which has been heavily dependent on one sector of industry, has built up alternative business, but feels a pressing need to dilute the risks of its structure.

The Swanborough/Horton faction appears to have taken a very pessimistic view of the

future of the motor industry and decided that to achieve a necessary immediate diversification the least profitable tyre activity—perhaps exports—should be trimmed along with some industrial division product lines going to the motor industry. Manufacturing and labour capacity thus freed would be diverted to other existing and new products. While the cash level of sales might fall, releasing working capital requirement, they would hopefully be more profitable.

The view of the majority faction appears to be that, while dependence on tyres and the motor industry must be reduced, this should be achieved by building up the other industrial interests—the company makes, for example, parts for the domestic appliance industry—and the medical interests where Avon has a strong position in blood transfusion equipment. Any trimming of tyre interests, which they consider unnecessary, could reduce activity in the factories to loss-making levels and jeopardise the replacement tyres and motorway depot businesses. Unlike Swanborough and Horton, they seem to expect a fairly early economic recovery and feel any moves should await that event.

That a split should have come is perhaps not surprising. In 1969, Avon reached a watershed when, blaming the credit

squeeze, it abandoned construction of a new £8m. radial tyre factory at Washington, Co. Durham, selling it to Dunlop. It was then that Avon ceased to be a contender in the major tyre market along with the giants like Dunlop and Good-year. It largely withdrew from the original tyre market to concentrate on its industrial activities and its motorway depots and inflatable divisions. But the profit record has nonetheless been erratic. In the five years to September, 1974, they varied from £320,000 pre-tax in 1968-69, to a peak £2.3m. in 1970-71, falling from £2.28m. to £1.94m. in 1973-74 before sliding into a heavy deficit in the current year so far.

Against this background and the current further slump in tyres both viewpoints can be appreciated. But Avon is a rather highly-gearred company and any changes require careful judgment of risk. It was at that point that the two sides parted company. The majority would probably concede that their conservative approach will pull Avon through but that it will take some time to relegate tyres and motor industry to a minor role. On the other hand, Swanborough and Horton would probably agree that their plan could either have set Avon fair for the future within two years, or could have produced a disaster.

Putting the best foot forward

BY RHY'S DAVID

WITH THE consumer protection movement criticising it on the one hand, and low cost imports threatening it on the other, the shoe industry in Britain can be forgiven for acquiring over recent years a somewhat down at heel image.

With the market down in size and imports continuing at a high level, a number of manufacturers have had to make severe cuts in their labour forces.

The retailers for their part are waiting to see what will emerge from the Office of Fair Trading, which is now working on a code of conduct for the industry in the light of its finding that shoe shops represented, in a nine month period last year, the biggest single source of complaints from consumers. And that is just part of John Timpson's problems.

The present seems less than an auspicious time to take over as head of the second biggest U.K. shoe retailing chain, William Timpson, which has more than 400 shops and some 3.5m. customers last year. John Timpson, the 32-year-old great-grandson of the founder is the man who has emerged as managing director after a management upheaval. But this is not the usual story of succession within a family firm.

John Timpson is the only Timpson involved in the management of the company and has returned after a period with another part of the UDS group, of which Timpsons has been a member since 1972.

For the past two years John Timpson has been responsible for running the Swears and Wells chain which UDS

acquired in the 1960s—a job he will now combine with his new role at Timpsons.

At William Timpson, which with 400 shops is very much number two behind the 2,000 plus chain of the British Shoe Corporation, there is scope for a transformation. The company's shops—heavily concentrated in the North—have recently shown only a modest increase in turn-

over and have declined in profitability. The company's traditional position has been at the lower end of the trade and its image has been solid and somewhat unexciting. According to John Timpson, the problems are in the main those of shopkeeping—the way for example the windows are dressed and the way customers are handled. For this reason he will not be aiming at radical changes, into other types of merchandise or in the consumer groups which the shops will try to attract.

'Shoe shops represented, in a nine month period last year, the biggest single source of complaints from customers'

Timpsons instead will try to strengthen its position and reputation as a good value supplier of shoes to all the family, offering a high standard of service, and as a first step towards attaining this status a new "no questions asked" approach to the problem of shoe complaints is being introduced.

"Our managers have my personal authority to return cash to any customer with a reasonable complaint," a manager believes. The complaint is justified he must explain to the customer why and if he or she is still not satisfied they will be given a letter addressed to me which can be completed and sent. I will then make sure there is a proper investigation," he says.

Timpsons reckon that prob-

lems account for about 3 per cent of turnover—currently around £14m. But some lines of shoes—including a number of best sellers, and a bigger proportion of imports than domestic production, account for 10-12 per cent of trouble. Another move being made by the chain, in advance of any code of conduct from the Office of Fair Trading, is to provide more information about shoes to the public in the hope that this too will cut complaints. Customers will be given leaflets explaining how shoes should be looked after with a list of do's and don'ts for getting the most out of them. Other moves are intended to tell customers clearly what shoes are made of, recommended cleaning materials, and perhaps most importantly of all, the type of use for which they are suitable.

More guidance will also be given in the sale of children's shoes. Timpsons is hoping to increase from the present 40 the number of shops in the group offering shoes in width fittings, doing so on strictly commercial grounds is not strong. Sources of supply are limited because the handful of manufacturers making width fittings tend to restrict the number of franchisees they offer. This has to be done to protect retailers offering this service because of the need with width fittings to keep three times as much stock. At the same time public demand is not as substantial as it might be.

John Timpson, himself a buyer with the chain before his move to Swears and Wells, is also planning to work more closely with U.K. manufacturers in a bid to step up the proportion of domestically produced shoes in the group's shops. At present shoe retailers can hardly afford not to include in their ranges men's shoes, for example, from Eastern Europe, which are being landed at prices significantly below those of domestic producers. Thus while sympathetic with U.K. manufacturers who claim the prices are artificial, the retailers say that commercial logic makes such purchases inevitable.

But in other areas, according to John Timpson, U.K. shoe manufacturers are losing out on style with the result that shoes are being imported which could be made in the U.K. Timpson's approach will be to try to ensure a greater feedback from the retail to the manufacturing sector so that U.K. producers will be able to concentrate more on supplying what fashion influences in the market dictate.

DESIGN

Travel broadens minds

BY DOINA THOMAS

"THE BIG company has a responsibility to itself to show that there are advantages in working as a designer within a big group," argues Eddie Pond, director of the design studio of the Wall Paper Manufacturer's company, a subsidiary of the £968.6m. turnover Reed International. All too often, Mr. Pond says, the disadvantage of working for a large organisation is that it dominates a designer's attitudes and so, inevitably, influences his work.

The advantages of a large company, at least for designers if not others, lies largely in the size of its purse. It can pay for designers to take sabbaticals, go on study tours, international conferences or just visit designers in other countries. The benefits of constant stimulation of this kind cannot be overstressed particularly as designers in large companies are often confined to a narrow channel of work.

What WPM did for Eddie Pond was to pay his fare to Austria, as well as allowing him the time at company expense to join an international seminar held in the tiny Tyrolean village of Serfaus. The seminar was organised by the International Council of the Societies of Industrial Design, otherwise known as ICSID, but Mr. Pond was sent on behalf of the Society of Industrial Artists and Designers, the British member organisation of ICSID.

The Interdesign seminars, held periodically, focus the

minds of around 20 designers of different nationalities on one local problem. At Serfaus this year the problem was to preserve community identity in the village which was rapidly becoming a very popular ski location. Pond was selected to go partly, he thinks, because he is passionately interested in winter sports and the safety of winter-sports equipment.

While Mr. Pond will cheerfully admit that he thoroughly enjoyed his time at Serfaus, all expenses paid by ICSID, he is positive that the community and the company benefited as much as he did. "It was like a refresher course for me," Mr. Pond comments, "not to mention training scheme and outdoor pursuit scheme, all rolled into one."

Also, of course, a designer in Mr. Pond's position, heading a studio of around 140 designers, probably spends more time managing than designing. As Mr. Pond observes, the fact that his colleagues on this seminar were in equally senior positions in their home countries meant "that one had to learn to work with similar strong minded, self-willed people—not an easy task."

The benefits to the company are less immediate. Mr. Pond argues that a company to whom design is important, as it obviously is to a wall paper manufacturer, must be seen to be creditworthy, in design terms, internationally. It is good for recruitment and might mitigate the disadvantages of size. Representation at such

international get-togethers is, in Mr. Pond's view, one way of establishing such a reputation. And by contributing the time of a senior employee the company can be seen to be contributing to the exchange of design ideas internationally. But what of the advantages to Serfaus, host to this horde of top design talent for two weeks? It can be argued that very little positive contribution could result from such brief co-operation by people previously unknown to each other and handicapped to a certain extent by differing languages. Mr. Pond counters that it would be impossible to collect together a design team of such high standing in any other way and that, by virtue of being "informed" professional out-



Eddie Pond design director at WPM.

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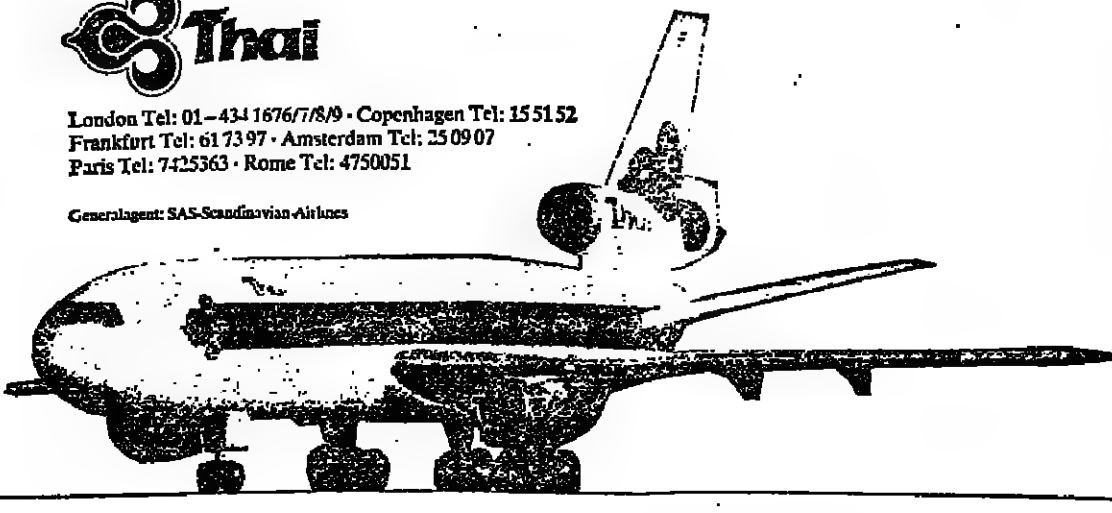
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Credit cards are costing more to use: Access has raised interest rates and Diners Club its initial subscription fee. Arthur Sandles reports

Why the credit cards need the cash

CREDIT CARDS, once the plastic flagships of the affluent society, are in difficulties. Over the past few weeks there has been a proliferation of distress signals from what was once one of the most attractive corners of the banking business. One major brand name, Eurocard, the Stockholm-based group, is withdrawing from the British market—for technical reasons—and is handing over its business to Access. Access itself, the brand name of the Joint Credit Card Company, has increased its interest rates to cardholders from 1.5 per cent to 2 per cent a month; and Diners Club of Great Britain has raised its subscription levels for new members from £5 to £7.50.

Although all the cards, Eurocard excepted, are still canvassing for members, some of the frenetic marketing enthusiasm of two years ago has gone. The plain fact is that the card companies are short of cash, and some of them are taking avoiding action even though it might drive away business which, anyway, is a little sluggish. All of this is a long haul from the days when credit cards were greeted as a licence to print IOUs and regarded as yet another way for the banks to syphon off more of their customers' resources.

Difference

The problems seem to be afflicting both the "travel" card—American Express and Diners Club are the prime examples—and the "bank" cards, Access and Barclaycard. There is an essential difference between the two. The "travel" cards (so called because their basic appeal is to the affluent jet-setter) require an annual subscription for membership and have no theoretical upper

credit limit. All accounts should be settled on demand in full. The "bank" cards are simply vehicles for money lending. There is no annual fee, but there is a basic borrowing limit, usually in the £100-£500 range. Accounts need not be settled in full but, under British legislation, they have to be settled at the rate of 15 per cent repayment, or £6 monthly, whichever is the larger sum.

In the case of both types of card, retailers pay commission on each sale made. This commission, usually much less than 10 per cent, varies from outlet to outlet, but the "bank" cards generally charge retailers less than the "travel" cards. However, the "travel" cards are held by the higher spenders so still attractive to retail outlets.

This commission is sometimes a bone of contention. In the U.S. it has grown to the stage of becoming a focal point in consumer legislation. Using its new powers, the Federal Reserve Board is considering allowing retailers either to charge extra to those using credit cards or, and more likely, to allow them to offer discounts to those who pay cash.

These are because people are proving much more adept at using their cards than many observers and politicians expected when the first few Barclaycards came on to the British scene in 1966. In that year alone 1m. new cards were issued, and it was confidently predicted that they would prove to be the ruin of the spending classes.

Settlement

The bank cards rely on interest for their profits, and thus the more they can encourage the cardholder to spend and not repay, the better they like it. As the economy has sagged, so the average consumer, instead of extending his credit, has in fact contracted his commitments. Both Access and Barclaycard see a growing eagerness on the part of cardholders to settle accounts as rapidly as possible. This is a serious loss for the card companies (are concerned) process was given added impetus by the Government action in stepping up the compulsory repayment schedule.

Barclaycard has seen its customers' average repayment slip from six or seven months in 1973 to a present three or four months. This brings the borrowing period to within dangerous proximity of the nil-interest period. Credit card holders are given 25 days at least between purchase and the need for payment and, because accounts are sent out monthly, it is possible with careful planning of expenditure, to extend that to 36 days. This assumes that the retail outlet is prompt in getting the paper work off to the card company.

The worst sort of customer for a credit card company is one



who makes a series of small purchases—petrol, a shirt, a rail ticket—and then pays the account in full. The company will have had to handle the administrative work for very little commission and yet will get no interest on its money. Although the total outstanding amount per cardholder has risen somewhat over the past year—less than 20 per cent—the amount on which interest can be charged, that is the total beyond the 25-36 day period, has not. Clearly, therefore, without any rise in interest levels, the credit card companies were being forced to run their businesses on less cash flow per customer in spite of higher servicing fees (each of the 6m. Access and Barclaycards involves at least one letter a month).

It would be surprising if the Access move did not gross it approaching £1m. more in a full year, which is not a great deal when one considers that the company might have nearly £250m. out on loan at any one

time. Access, which is owned by National Westminster, Lloyds, the Midland, Williams and Glyn's and the Royal Bank of Scotland, now has to hold its breath and wait to see what Barclaycard will do.

At the moment there is a contemplative silence around the St. Paul's offices of the Barclaycard offshoot. There is little doubt that the Access move caught them on the hop, but they apparently see little point in a "me-too" move. There might be some argument for watching client reactions. There is a considerable overlap in Access and Barclaycard membership. If the differential remains as shrewd as they seem to have been in recent months then customers wishing to accumulate a debt might well be better off doing it on their Barclaycard account rather than via Access. Even if Barclaycard does react, and it admits to being "in a huddle" about the problems, it does not necessarily have to follow the full

Access example. It could raise its interest rate to 1.75p a month; for example, or charge a flat annual fee for membership, or reduce the "free" period.

The "travel" cards have very little alternative but to look to subscriptions, to tighten up as far as possible in ensuring prompt payment, and to maximise the use of their mailing lists. Diners has taken the plunge by increasing the subscription for new members, but this will only produce around £50,000 for the company in a full year. Obviously this will increase substantially if it is applied to the total 167,000 U.K. members, as now seems likely before the end of this year. Diners, in which National Westminster Bank has just under half the equity (the rest is owned by Diners Inc., of the U.S.), has been a consistent profit maker, but is obviously set on a course which is worrying the company.

Like the bank card companies Diners and American Express

have little real knowledge of what a substantial increase in the basic fee would mean to membership. There is a strong argument that the majority of members would not even notice that the annual fee had risen. It would seem that no one is particularly keen to try a commission free rise of any sort on the retail trade. Although restaurants and hotels, particularly in the centre of the large conurbations, rely heavily on credit cards (in London's West End a typical restaurant might expect 60 per cent of its accounts to be settled by credit card of some sort) the catering business is financially in too wobbly a state to stomach a big rise in the fees paid.

A tougher attitude towards slow payers is not as easy as it sounds. It is sometimes difficult to draw the line between the person who uses his card very little and pays instantly and the man who makes extensive use of the card and is sluggish in his repayments. In Diners' case the company gives 45 days "free" time for the customer to pay, and then charges 1.5 per cent a month as a "penalty" for non-payment. However, neither Diners nor American Express wants its customers to go into the "penalty" zone and can become quite cross with members who do it.

It would appear that there is more opportunity in the use of the membership lists for marketing other products, but even this has to be approached with caution. The Access/Diners card holders are top of the market people who tend to resent a surfeit of mailings. Both companies have been criticised for a lack of sophistication in their mailing and recruitment techniques but

are being forced into a position of pushing their corporate luck by sheer economic circumstances.

Perhaps the saddest incident on the British credit card scene this year is the impending departure of Eurocard—or at least the British end. With Access having joined the Inter-Bank system, which gives it global validity, the current British incumbent, Eurocard, has been declared redundant. Eurocard will, of course, continue in Europe and the cards will be valid at Access outlets. But no more will Britons be able to hold them and pay in sterling.

History

Eurocard in the U.K. has something of a charming history. It originated from a determination among hoteliers not to allow Amex and Diners to get a grip on the British hotel market. The Savoy group, the Dorchester, the Goring, Grosvenor House, the Park Lane, the Ritz, the Hyde Park, the Westbury, British Transport Hotels, and Trust Houses all put up a "very small" amount of money to start a card system which would not charge the same commission rates as the American giants. Soon it became part of the Eurocard system.

Now, of course, most major hotels take credit cards, as do those one-time citadels of cash and personal accounts, Harrods and Selfridges. The battles over those proliferating card companies have been tough and lost. Perhaps there is some poetic satisfaction to those old campaigners against the cards that now success has come within the grasp of the credit card system, the whole business has turned a little sour.

Letters to the Editor

Petrol prices

From The President, The Motor Vehicle Association.
Sir,—We concur with the conclusions in your leader "Competition and the Consumer" (August 20), which comments on the Price Commission's report on petrol retailers' margins. Your views are both fair and constructive.

You think that the idea of an official minimum selling price for petrol is not likely to be given much consideration. Bearing in mind the different interests involved, this would raise three questions. By whom would it be fixed? At what level? And how would it be reviewed?

We confirm that we have been discussing petrol distribution with the Office of Fair Trading, since last year. We have stressed throughout the need for the speediest action in the area of monopoly and we shall continue to press home our points.

The opportunities presented by the OFT in making certain recommendations, following discussions, have already been grasped by this association and the majority of major oil companies. Further action is likely shortly. Our facilities for providing professional advice, particularly in our smaller members, are constantly being strengthened, but, regrettable as it may seem, upon us under the Restrictive Trade Practices Act, inhibit our desire to be even more helpful by giving special advice on petrol pricing.

In the meantime, the consumer should enjoy the selective and often unrealistically low prices for petrol now, before inflation is concluded, and perhaps higher crude costs are passed on to the consumer in a few months time—passed on, that is, by fewer outlets.

Lionel P. Altman,
201, Great Portland Street, W.1.

Jennifer's message

From Dr G. Weinbreun.
Sir,—Is this not indicative of the times? The letter was written by my daughter Jennifer, aged 10.

"To dad please can we have our pocket money because I want to get it before the price goes up."

Sorry about that.

Love
Jennifer
X X X hug hug"
Gerald H. Weinbreun,
35 Circus Road,
St John's Wood, N.W.5.

Yardstick for companies

From Mr. A. Phillips.
Sir,—Your leader "Yardstick for Companies" (August 20) illustrates two dangerous attitudes.

The first appears in your comment that "there is much discussion over enlarging the rights of employees, presumably at the expense of shareholders."

This assumes that the interests of employees and shareholders necessarily compete and cannot be mutual. Such a belief is only too common among trade unions, and bedevils industrial relations at a hundred points.

Greater disclosure, which is the recommendation of the Accounting Standards Steering Committee, is no more than better communication which, to qualify it, is essentially mutual. It is also essential to replacement of ignorance and suspicion in industrial relations

by involvement and a positive approach.

Second, you close your editorial with a defeatist assessment of management capacity by saying that there is a danger that "the managers of the business will become so preoccupied with their social and community objectives that the profitability of the enterprise, on which everything else depends, will be neglected."

This truth would rather seem to be that unless management can develop and achieve new social and community objectives the politicians will take over, with what results the business community well knows but the great British public may not. No one is pretending that management can grapple with these new problems without diverting considerable time and ability to them. That may push up unit costs.

It might just be, however, that management which work at these new objectives will also find that the spin-off in terms of employee attitudes and productivity more than recoups that cost. Some already do.

It is disappointing that such an unexpected, and hence doubly welcome, piece of imaginative and relevant work by the ASSC should receive such a demoralised response from your paper. I hope you change your mind on a second thought, and give your weight to what will be a very important debate in the future of the private sector in this country.

Andrew Phillips,
Prospective Liberal Parliamentary Candidate for Saffron Walden,
89, Bradford Street,
Bocking, Essex.

An accountant's qualifications

From Mr. A. Franks.
Sir,—From the report (August 20) on the publication of "The Corporate Report" by the Accounting Standards Steering Committee, it would appear that the profession is now attempting to serve both God and Mammon. I hope that, in order to avoid the pitfalls found by others who have tried to follow this course and bearing in mind the institution's strict adherence to its members having high qualifications for the tasks they perform, a paper on divinity will in future be included in the examinations for aspiring chartered accountants. Alternatively, perhaps a Bishop or two should be invited to join the Steering Committee.

A. R. S. Franks,
Sickelton, Tonbridge,
Kent.

Tinkering with cars

From The Managing Director, Tonner Bros. Motors.
Sir,—Mr. G. Hislop's letter (August 19) makes an interesting point. The plain fact is that in the past there has been an inadequate level of investment in manufacturing at British Leyland. This, in my opinion, has led to overmanning and many of the other problems identified by both Lord Ryder and Mr. Duffy.

For many years the Motor Agents Association, the Society of Motor Manufacturers and Traders and manufacturers have been fighting to prevent the Government of the day using the motor industry as an instrument of economic regulation. It is Government tinkering approach so clearly illustrated in Terry Dugworth's article August 13, which requires explanation. If the public require a scapegoat then it should

be the faceless men of Whitehall.

Then are we as a nation going to demand professional government which does not regard three-year policy decisions as long term?

James A. Tanner,
393-921, Fulham Road, S.W.6.

BLMC workers output

From Mr. R. Harvey.
Sir,—Mr. Hislop's letter, (August 18) attempts to justify the low labour productivity in BLMC by invoking a ratio which implies that the effect of labour and capital inputs on output is multiplicative. I doubt whether any analysis could sustain this proposition.

The letter (and the original article of August 13) highlights the danger of "capital per worker" as an explanatory parameter. If instead one examines the capital input in relation to output (as has already been done for the labour input), one finds that there is not a great disparity between the different countries. The average values of fixed assets per £1,000 of value added are: U.S. \$204, Germany £12, U.K. £52.

One is forced to the conclusion that the one element in the equation which is out of line is the manpower input, that is, overmanning is the problem rather than underinvestment. Thus, if more capital is to be injected, output must rise per man, retaining the same labour force. This would correspond to an increase in labour productivity which would permit the payment of higher wages. This solution, however, hinges on the ability to finance the means to absorb the higher output.

R. A. Harvey,
4, Morleys Drive,
Burgham,
Guildford, Surrey.

Buy British—or do not

From Mr. J. S. Heath.
Sir,—I observed with interest the recent abolition of the Association of Professional, Executive Clerical and Computer Staffs campaign (August 18).

This really is, as was Peter Shore's recent exhortation, absolute nonsense—as much nonsense as a doctor simply prescribing symptomatic pain killers instead of treating the disease which is in fact causing the pain.

No would-be car owner will go on indefinitely purchasing cars, whoever may make them, which are badly finished, do not meet delivery dates, entail long waits for spare parts for current production cars, and have design defects. I have bought British cars ever since 1946 and have patriotically sold them all, with their shortcomings and defects in addition to indifferent to fundamentally dishonest servicing and agents, but eventually there comes a time when one simply has to call a halt. There are increasingly plainly visible signs that more and more members of the public have made this decision.

The position is not going to be rectified by a "Buy British" campaign or import restriction on foreign cars. The position will be rectified only when British manufacturers are able to produce what the public requires, namely well designed, economical, fault free, durable, value for money motor cars, in exchange for which people will be happy to pay good money.

It seems to me that the remedy lies in the hands of those who have brought about and have permitted the present position

to be brought about, and not by exhortations to customers, be they from Peter Shore or Apsley "Buy British."

The foreign car which I bought in May 1973 is the best car I have ever had, and I will not be buying a British car until such time as I am absolutely satisfied that it will be able to purchase what I want, at the time I want it, and that I will get in exchange for my hard earned money a reliable, trouble free motor car, free from defects in finish, free from design defects, and which is really good value for money.

J. Stanley Heath,
Beaver's Lodge, 10 Albert Road,
Trenton, Stoke-on-Trent,
Staffs.

Protect the shareholder

From Mr. D. A. Hartley.
Sir,—I fully endorse the remarks made by Mr. G. Andrew (August 13) with regard to companies where the share quotation has been suspended indefinitely.

I can understand the frustration and exasperation that many shareholders must feel when as the years go by a stage of communication exists between the company concerned and its shareholders. It appears to be the attitude of some companies that it is better to say nothing until forced to do so or, the less the shareholders know the better it is.

In view of the recent spate of quotations being suspended, I am surprised that the Stock Exchange Council has not come to the aid of shareholders in this position, especially where a company has apparently gone to sleep or does not have any intention of applying for a quotation.

In my case I hold shares in a company which has been suspended since March 1973; it could quite possibly be liquidated without my knowledge.

Donald A. Hartley,
10, Brooklyn Avenue,
Luton,
Bedfordshire.

Salary levels

From Mr. A. Bythwaite.
Sir,—Mr. E. G. Wood (August 16) as usual makes some thought-provoking points, even though the first that comes to mind is that he does not seem to have read my letter (August 9) as carefully as he might. He would certainly not wish to deny to anyone knowledge of salary levels in large companies, and indeed I am quite certain that with all this talk of "parity" personnel managers will redouble their efforts to ensure that as far as possible they do all pay the same for what superficially appears to be the same job and thus in effect establish a "rate for the job."

I do not believe, however, that the type of employee who prefers to work for a small establishment—or enterprise, if this is really something different—is nearly so interested in "parity" because in fact he has sufficient self-confidence to believe that given more room to manoeuvre than he can expect in any highly structured environment, he will be able to do better for himself than the next man.

Whether, in general, small firms pay better or worse than large ones is I would suspect, likely to be quite difficult to establish because, leaving aside any non-monetary attractions they may have, the duties of,

say, a sales manager in one small firm are likely to be significantly different from those of his counterpart in another small firm and both different from the corresponding position in a large one. Mr. Wood is almost certainly correct in concluding that works managers or accountants in small firms earn less than people with the same titles in large firms because the chances are that their responsibilities will not be so great. This is precisely why many people may be able to attain these positions in small firms—and in doing so, serve their employers extremely well—who, for one reason or another, could not hope to do so in a large firm. This is what I mean by the small-firm employee standing a good chance of being paid what he is worth, whereas in the large firm he would probably have to be content with some less rewarding position.

I should have thought I made it clear by quoting my basic pay-philosophy that I have never tried to sell the advantages of the small firm by way of its non-monetary attractions, but it would be equally wrong to argue that they do not exist. The most important of these I have always felt to be the fact that, with enterprising but sympathetic management, most positions can be slightly modified to make the most of the particular talents of the available personnel and to minimise the consequences of their shortcomings.

It is unfortunately more than likely that owners of many small enterprises will endeavour to minimise overheads by paying low salaries and I can only appeal to them to realise that the total cost of employing anyone is probably at least twice their salary and that the maximum economy can only be achieved by aiming to employ as few people as possible, which means they must be above average and therefore paid above average.

A. S. Bythwaite,
71, Highgate,
Hills Road,
Cambridge.

The Guinness connection

From Mr. W. A. Guinness (The Senior Guinness).
Sir,—The threat of U.K. tax laws has made my position intolerable so much so he will not be able to visit England for some years. No doubt our foreign friends will take notice of this and those with sterling balances will draw their own conclusions. Perhaps the Labour Government will descend to notice this and will have the sense to see that the way to accumulate wealth is to encourage it to stay in the United Kingdom and not to drive it away.

The flight from the pound has become very serious and is one of the causes of inflation and, thus, dear food. It is too much to expect that the Labour Government will remedy the situation and invite the Earl to visit England without these tax disabilities. The Earl will be missed by the shareholders who attend the annual meeting at Park Royal Brewery, where he mixes freely and is generally very popular.

The Guinness family has had close associations with England since 1759 when the Dublin Brewery was founded by great, great, great grandfather, Arthur Guinness, who, incidentally, was born in 1725.

William Andrews Guinness,
Colmar Park, Rothery,
Huguenot Road, Sussex.

To-day's Events

Dr. Henry Kissinger, U.S. Secretary of State, continues Middle East negotiations for interim peace agreement between Egypt and Israel in Sinai peninsula. Figures of new vehicle registrations for July issued.

Mr. Ivor Noerzgaard, Denmark's EEC Minister, begins visit to Soviet Union.

Courtside management representatives meet Amalgamated Union of Engineering Workers in York in effort to resolve pay dispute at company's Spennymoor Co. Durham factory.

COMPANY RESULTS
Development Securities (half-year).

Opera
In Swan Lake, Royal Festival Hall, London, 7.30 p.m.

English National Opera, production of Carmen, Coliseum Theatre, London, 7 p.m.

MUSIC
Henry Wood Promenade Concerts—London Philharmonic Orchestra (conductor Bernard Haitink) with Margaret Kingsley (soprano) perform Goethe's Metamorphoses-Dance, Beethoven's Scena and Aria, Albinetti, and Mahler's symphony No. 1 in D major, Royal Albert Hall, London, 7.30 p.m.

Ballet
London Festival Ballet, with Marina Gielgud and Peter Breuer.

Town and City Properties (full year).

COMPANY MEETINGS
Emu Wine, Basil Street Hotel, S.W. 4, 4.15.
Larch Mills, Pudsey, Yorkshire, 4.45.
Saint Piran, Winchester House, E.C. 12.
Smith Holdings, Whitworth, Rochdale, 11.
Smith (Stephen), Basil Street Hotel, S.W. 4.

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Distillers

Extracts from the statement by the Chairman, Sir Alex McDonald, circulated with the Report and Accounts for the year ended 31st March, 1975

GENERAL OBSERVATIONS ON RESULTS

The trading profit for the year ended 31st March 1975 amounted to £79.8 million, a reduction of £9.3 million compared with the results of the previous year. Purchases by our customers in anticipation of the increase in export prices made in January 1974 transferred into the previous year a substantial volume of exports of both Scotch Whisky and Gin which would otherwise have taken place in the year under review. In other areas the year was a disappointing one. Profitability in the home market was restricted by rising costs, price control and the delays inherent in the procedures for obtaining price increases. The results of some of our other United Kingdom operations were adversely affected by difficult trading conditions, particularly in the cases of the Carbon Dioxide Company and the Peerless Refining Company. Elsewhere we had similar problems, especially in Australia, where our subsidiary Companies had to contend with swinging increases in duty and a high rate of cost inflation.

As will be seen from the Group profit and loss account, an increase of £4 million in interest charges contributed to the reduction in profits, so that after deducting taxation and minority shareholders' interests and adding our share of the results of United Glass the profit before Extraordinary items was £34.6 million or 9.5p. per share compared with £42.5 million and 11.7p. last year. A special supplementary contribution to the Group pension fund of £2.5 million is the main Extraordinary item. This is the additional sum after tax which we were advised by the consulting actuary was required at 31st March 1975 to fund the liabilities of the United Kingdom scheme. The shortfall arose from the effect of inflation upon pay levels since the fund was last valued three years ago. Unless inflation can quickly be brought under control it is very doubtful whether schemes providing pensions related to final salary will be able to continue in their present form.

The surplus attributable to the Company was £31.0 million. Your directors now recommend a final dividend of 3.3685p. per share. An interim of 2.0125p. per share has already been paid, making the total distribution for the year 5.381p. per share. Together with the associated tax credit the total distribution is equivalent to 8.18604p. per share compared with 7.44187p. per share last year.

The Group balance sheet shows that the value of stocks has increased by £69.4 million. A proportion of this figure is attributable to increased volume but the major part is a result of the high prices of raw materials and other greater manufacturing costs. As a result of the reduction in our distilling programme announced in December 1974 the increase in the value of stocks during the current year, although still substantial, will be somewhat lower. On the other hand, debtors at the year's end showed a relatively small increase but must be expected to rise sharply this year as a result of the massive additional burden of duty imposed by the Chancellor in his April Budget.

To fund part of the increased working capital required, available resources were augmented by a £25 million consortium bank loan repayable in 1979.

When changes in the purchasing power of the pound are taken into account, the Group profit before Extraordinary items was £32.9 million compared with £42.3 million for the previous year, equivalent to 9.1p. per share compared with 11.6p. Due to the very high level of inflation the net addition to equity interest during the year of £9.7 million wholly relates to the benefit derived from obtaining part of our financial requirements by way of long-term loans. The reduction in purchasing power of these loans by itself represented a gain of £19.1 million.

SCOTCH WHISKY

In the earlier part of the year the prices of cereals reached unprecedented levels and, although there has been some falling off in recent months, the increases in costs which have occurred over the years since our stocks of mature Scotch Whisky were laid down present us with a serious problem in making financial provision for their replacement. This particular consideration, coupled with limitations at that time upon the availability of additional long-term finance, was the major reason for our decision to reduce the production of new Whisky as from 1st January last to a level which was within our resources. Fortunately, in producing our existing stocks of maturing whiskies we had in the past made allowance for a number of contingencies which, in our present judgment, are unlikely to emerge and thus no restriction need currently be apprehended as regards the availability of our major brands.

For most of the year our blending and bottling plants faced a multiplicity of problems arising from bottle and material shortages, from disruption of distribution services during the transport drivers' strike and from a number of internal strikes. Cumulatively, these combined to create circumstances in which our blending and bottling companies were, on a number of occasions,

SUMMARY OF RESULTS for year ended 31st March

	1975 £'000	1974 £'000
Turnover	617,111	542,127
Group profit before tax	73,776	86,971
Profit after tax and minority interests	34,616	42,533
Extraordinary items	3,662	16,988
Surplus after extraordinary items	30,954	25,545
Dividends	19,542	18,421
Earnings per share	9.53p	11.71p
Dividends per share	5.38p	5.07p

unable to meet all the needs of their customers but on the whole supplies to the consumer were maintained reasonably well.

Owing to the limitations imposed by finance, some of our capital investment programme has had to be deferred. We have, however, continued the plan to expand the distillation capacity at Port Dundas. For some time the availability of barley malt from our own maltings has been insufficient for our forecast requirements. Arrangements are now proceeding for the enlargement of our existing maltings at Hillside and Ord.

The extension to our blending and bottling plant at Leven, Fife, is making excellent progress and the additional production lines should be in operation this year. To meet the longer-term projections of sales a completely new blending and bottling establishment is now under construction at Shieldhall, Glasgow, and is scheduled for completion in 1978. This plant will be operated by John Walker & Sons Ltd. and will be supplementary to their existing facilities at Kilmarnock.

In the home market the year opened with a duty increase which, although the first for some five years, was nevertheless unwelcome. It widened the gap between the taxes imposed by the United Kingdom and those in the rest of the EEC, which the member countries are committed eventually to close by the process of harmonisation. Despite the higher duty, the industry's sales at home increased to a new record. The market remained intensely competitive but the percentage increase in sales of Group brands was ahead of that achieved by the industry as a whole. In this performance all our major companies participated, with Dewar and Walker achieving above-average results.

We continued to experience substantial advances in the cost of wages, salaries, bottles and other materials and these led to successful notifications to the Price Commission of increases in home trade prices starting on 1st January 1975 and following on with others at three-monthly intervals up to the present time.

As has been the practice for many years, strong representations were made to the Chancellor on the very high rate of duty levied on spirits compared with other beverages and the heavy financial burden imposed upon members of the industry by the need to fund this duty during the traditional period of trade credit. At certain times of the year this has required in the past the commitment of financial resources by the industry to the extent of about £75 million. Despite these approaches, the Budget in April of this year further increased the rate of duty by nearly 30%. No assistance has been forthcoming on the problem of funding even the additional duty which in itself will at times require the availability of another £25 million. The industry's burdens at home are thus considerably heavier. The Government now reaps £2.58 in excise duty on every bottle sold in this country and, with Value Added Tax being payable on the duty-paid price, the VAT element has gone up correspondingly.

As mentioned earlier, export prices of the Group's standard brands were increased in January 1974. Our experience on previous occasions has been that following upon such an increase our market share is initially much impaired and this occasion was no exception. Over-all, we did not participate in the expansion in exports during the last financial year, although, of course, there were some exceptions to that generality.

In the United States the year opened with the threat of a longshoremen's strike on the East Coast which would have closed the ports from the beginning of October. The bulk of our Christmas trade there was thus at stake and very large orders, particularly for Dewar's

White Label and Johnnie Walker Red Label and Black Label, were received for early shipment. The first six months of the year, therefore, were extremely busy and the effect of the reduction in business confidence in the U.S., coupled with increased unemployment and short-time working there, was perhaps obscured. Thus, when the threatened strike was called off, the immediate reduction in demand was not ascribed to the principal causes as seen in retrospect. After the completion of the Christmas trade, however, it was clearly necessary for us to revise our sales budgets for this market.

Despite this, Dewar's White Label and the Johnnie Walker brands continued to occupy leading positions in the U.S. market and one has every confidence that they will share in the improvement in sales which should follow an upturn in that economy.

The German market, after three disappointing years, showed considerable improvement.

In Japan the year has been one of consolidation, following shipment of large supplies last year. Competition is growing but I am glad to report that White Horse, Haig and Old Parr continued to make good progress, while Johnnie Walker remained by far the leading brand there. In Australia, New Zealand and throughout the Pacific Johnnie Walker also maintained a dominant position.

Some success has been achieved in Canada, particularly in British Columbia. In South America the Venezuelan market remained strong and our brands, headed by Buchanan's de-luxe and Black & White and followed by Johnnie Walker, Haig Dimple and Old Parr, continued to develop their business most successfully.

In Africa the demand from developing countries improved but competition was intense. In South Africa, White Horse retained the leading position.

In Italy VAT on Scotch Whisky was recently raised to 30%, a most discriminatory measure, for in respect of spirits produced from grapes the rate remained at 12%. We are doing everything possible through official channels to have this blatant breach of the EEC rules eliminated.

During the year an exceptionally large number of foreign Governments introduced heavy tax or duty increases. The main markets involved were Australia, Canada and Mexico with increases equivalent to 55p., 24p. and 70p. per bottle respectively. One cannot but reflect that the Governments of these and other countries are influenced in this regard by the policy of H.M. Government who are, regrettably, leaders in the field of heavy taxation of our products.

GIN

Although affected to some extent by shortages of bottles and other materials in the period before Christmas, sales of our brands of Gin in the home market showed an appreciable increase. With diminishing profits and continually rising costs it became necessary to notify price increases starting with one on 1st January and thereafter at three-monthly intervals. The heavy duty increase imposed in the Budget this April also led to a considerable rise in the retail selling price of our brands of Gin, the long-term effect of which in terms of sales cannot yet be measured.

Shipments to export markets exceeded the figures of the previous year and I am pleased to report that sales of Tanqueray Gin in both the USA and Canada, in spite of prevailing economic conditions, continued to show most satisfactory gains. As regards countries where our brands of Gin are locally produced, both Gordon's and Booth's High & Dry recorded useful increases in the United States and sales of Gordon's in Spain showed substantial progress.

In spite of the general recession in trade, world-wide sales of Group brands of Gin reached a record level.

VODKA

The growth in the sales of Cossack Vodka in the home market continued, although the market remained extremely competitive. In the United States Gordon's Vodka achieved further progress.

PIMM'S

The encouraging increase in the sales of Pimm's in the UK market which I reported last year was not maintained. The poor summer in 1974 undoubtedly had an inhibiting effect. Nevertheless, the prospects for Pimm's remain bright.

COGNAC HINE

In common with most Cognac houses, Hine experienced a difficult year in terms of over-all sales and profits.

The company emerged from the year well equipped to support increased sales in the future while, at the same time, maintaining the high quality of its brands.

AUSTRALIA

The results of the United Distillers Pty. Ltd. suffered a severe setback due to the difficult economic situation in Australia and in particular the further sharp increase in duty imposed in July 1974. This led to a serious fall in sales of the Company's products and to a substantial loss on trading.

Tolley, Scott & Tolley Ltd. also had a difficult year, during which sales of their Australian brandy were much affected by the steep rise in the rate of duty.

FOOD GROUP

The Yeast and Food Division had a successful year with increased turnover and a further improvement in profitability. The sale of food products to the catering and bakery trades continued to expand and the return upon capital employed was satisfactory. Sales of Bakers' and Distillers' Yeasts in the United Kingdom were maintained but exports of Active Dried Yeast were reduced in the second half of the year.

The Peerless Refining Company had a difficult year. The subsidy on butter caused a reduction in the demand for margarine and exceptionally high prices for oils and fats lowered consumption for manufacturing purposes. As a result, sales and profits were considerably reduced.

CARBON DIOXIDE

The results of our Carbon Dioxide operations were seriously affected by the general economic climate. Costs escalated sharply to an extent which substantially outweighed the increases in price which could be obtained. At the same time, growth was restricted and sales in terms of volume showed only a very small increase on the previous year's level. As a consequence, profits were much reduced.

UNITED GLASS LIMITED

The consolidated profit of United Glass in the calendar year 1974 was £5,510,000 before taxation compared with £5,625,000 in the previous year.

Lost production caused by disruptive disputes in those industries which provide the divisions with essential supplies and services made it impossible to meet all customers' requirements. However, each division either maintained or exceeded previous production levels and this reflected the growing benefits of the planned investment programme of recent years.

It seems clear from the experience of the early months of 1975 that a quite dramatic collapse in demand for glass containers of all types has occurred. This is producing somewhat different problems for the management in the current year but the Company remains soundly based to take advantage of market opportunities.

PERSONNEL

Our personnel again demonstrated their ability to cope with the adverse conditions in which business was conducted last year. Their achievements in the circumstances deserve our appreciation and thanks.

FUTURE PROSPECTS

The demand for Scotch Whisky in export markets, so strong over past years, has shown particular weakness in the USA since last Christmas. In many other parts of the world consumption remains encouraging and the prospect for sales reasonable. As regards profitability it is hardly possible to comment usefully on the future at a time when our Government is making further attempts to contain inflation. Our future is very much dependent upon the outcome of these efforts.

The Ninety-eighth Annual General Meeting of The Distillers Company Limited will be held at the North British Hotel, Edinburgh, on Thursday, the 18th day of September, 1975, at 12.15 p.m.

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INTERNATIONAL COMPANY NEWS + EURO MARKETS

BAT Brazilian affiliate gets \$38m. loan

BY SUE BRANFORD

THE MINISTER of Planning, Sr. Joao Paulo Dos Reis Velloso, will be present to-day at the signing of the contract for the largest loan that the government-owned BNDE (National Economic Development Bank) has ever made to a private company. The \$38m. loan is going to Aracruz Celulose, an afforestation company in which British American Tobacco, through its Brazilian subsidiary, Souza Cruz, has a 21.7 per cent. holding. The loan will be used by Aracruz to help finance a large pulp factory which will eventually have an

annual production of 400,000 metric tons of bleached kraft pulp. Aracruz already has a large afforestation project with 100,000 acres already planted with eucalyptus trees, and with plans to plant another 72,000 acres by 1977. Besides BAT, the Swedish company Billerud Aktiebolag also has a 7.5 per cent. holding in the company. However, Brazilian capital, Government and private, has a controlling interest (51 per cent. of the shares). Most private companies, including Souza Cruz, by far Brazil's largest cigarette manufacturer, are participating in the

SAO PAULO, August 21.

project through the TAG incentive scheme by which companies can deduct up to 50 per cent. of their income tax provided the money is invested in a priority sector of the economy. One reason for the Government loan is to make sure that the project is not delayed. Kuwait Trade Corporation is planning a \$40m. investment in the company, but the negotiations have been proceeding very slowly. It is not believed that the Government loan will close the door to Arab participation but, on the contrary, will demonstrate the Government's confidence and commitment to the project.

More moves in Cyclone battle

BY JAMES FORTH

SYDNEY, August 21.

THE TRADE PRACTICES Commission, which has already blocked one takeover bid for steel products group Cyclone Co. of Australia, to-day asked another suit, Boral, to stop buying heavily on the share market. The request comes on the eve of a special meeting by Cyclone to-morrow to seek shareholders' ratification of a proposed acquisition by Cyclone which will entail the addition of 7.6 per cent. to its capital. If approved, the move will strengthen Cyclone directors' resistance to the Boral bid, because the recipients of the new shares cannot sell for twelve months without the approval of Cyclone.

believe the takeover would not be successful but can be ordered to divert itself and face a fine of up to \$A250,000 if the TPC can establish that the purchase did reduce competition. The TPC stepped in after Boral began buying on the market. In two days it picked up about 1m. Cyclone shares, lifting its holding to 14.2 per cent. of the capital and making it the largest shareholder. Boral intended to keep buying until the meeting in an effort to block the Cyclone purchase but was thwarted by the TPC.

Cyclone plans to buy the 28.2 per cent. stake in Cyclone Double Grip Scaffolding Pty. held by London and Midland Steel Scaffolding. If Cyclone can obtain approval, it will increase its capital by 7.6 per cent., watering down Boral's holding and making its task more difficult. Boral appealed to the TPC to withdraw its request to stop market purchases and to ask Cyclone to adjourn its meeting until the annual meeting, but the TPC refused. In a further development late tonight Boral directors sent two telegrams to Cyclone's home stock exchange, Melbourne, claiming that Cyclone had breached its exchange listing requirements and requesting the exchange to cancel to-morrow's meeting. Boral said that the number of shares to be issued by Cyclone exceeded more than 10 per cent. of market capitalisation, and pointed out that some directors of Cyclone Double Grip, who would receive Cyclone shares, were also Cyclone directors.

No reconstruction for Oyama

TOKYO, August 21.

OYAMA SHIPPING is being forced to liquidate its assets, following a decision by the Tokyo district court not to allow the firm to attempt a reconstruction under legal protection from creditors. Officials listed the company's liabilities at about ¥17.5bn. The value of its assets has not been determined yet. Oyama's bankruptcy is attributed mainly to overinvestment in vessels and facilities, aimed at containerising South-East

Asian shipping routes just before the volume of trade on these routes slumped sharply. The company then became involved in a rate-cutting battle that resulted in negative cash flow. Oyama was also hurt by the severe port congestion in the Middle East. Its conventional cargo ships became stranded in Middle Eastern ports waiting to unload, thereby reducing the company's revenue even more. Main bankers in Japan are

Saitama Bank, but Oyama is not a member of any major Japanese industrial group. Nor was it a Japanese Government's domestic merchant marine programme. Both factors led to its speedy demise once bankruptcy proceedings were initiated. The company's most attractive asset is considered to be a 53.3 per cent. interest in Kowloon Container Warehouse, of Hong Kong. AP/DJ

G.M. FIRTH (Metals) Limited STEEL STOCKISTS AND MERCHANTS

Mr. G. M. Leadbeater reports

The latter part of the year under review saw the beginning of the most difficult period the steel industry has known since the early 1930's, however we still managed to achieve the second highest profits, before tax, in our history. Your directors are proposing a final dividend of 3p per share raising the total for the year to 5p which equals the net dividend paid last year. Despite economic and political uncertainties, we refused to be deflected from our longer term aims, in the belief that those companies which are able to continue to invest prudently when conditions are difficult will show above average growth in the future. We have now completed our current capital expenditure programme at a total cost in excess of £1.5 million (during the last two years) financed entirely from our own resources. The group has a network of depots (Bradford, Glasgow, Liverpool and Teesside), equipped with modern machinery, which are capable of handling its growth in the Midlands and North. A sales office has recently been opened in Birmingham. From this strong

base we can now plan our extension into South West and South East England and the industrial belt of South Wales. These development plans for our stockholding division led us to the conclusion that capital invested in G.M. Firth (Metals) subsidiary would be better utilised and re-deployed elsewhere. H.E.T. (Steel) was becoming too much affected by governments and politics around the world, which precluded us from planning a normal investment programme and growth. This led the board to decide to discontinue the trading business of H.E.T. (Steel). World-wide recession in all steel consuming industries continues and there appears to be no significant recovery prospect this side of December 1975. We are selling prices offered by competitors less financially strong, but the latter half of the current year will inevitably show a smaller profit than last year. Our confidence in our future growth is both positive and strong and we have the structure in place to benefit fully from any turn-around in the market.

	Year to 31st March 1975	Year to 31st March 1974
Group turnover	£10,435,162	£7,435,278
Profit before taxation	£801,465	£903,544
Taxation (all deferred)	£417,200	£498,092
Profit after taxation	£384,265	£405,452
Earnings per 10p ordinary share	14.4p	15.2p

Notes:
(1) The cost of the interim dividend paid on 26th March 1975 was reduced by £27,249 as a result of elections by shareholders to receive, in lieu, the capitalisation issue of shares.
(2) The earnings per share for the previous year have been recalculated to take account of the above capitalisation issue.

A copy of the report and accounts may be obtained from:
The Secretary, G.M. Firth (Metals) Limited, Wallis Street Works, Cemetery Road, Bradford, BD8 8RP. Telephone Bradford 481441 (STD code 0274)



The Hongkong Land Company, Limited

US\$11,000,000

Medium Term Unsecured Loan

Provided by

Manufacturers Hanover Trust Company

Arranged by

Jardine Fleming & Company Limited

Robert Fleming & Co. Limited

HIL to accept HK\$150m. offer

BY Philip Bowring

HONG KONG, August 21.

ON THE ADVICE of merchant bankers Schroders and Chartered, the Board of Hutchison International is to advise shareholders to accept the offer made by the Hongkong and Shanghai Bank two weeks ago by which the bank would subscribe to an issue of 150m. new shares at HK\$1 (par value), and appoint a new chief executive and two other Board members.

An extraordinary general meeting of HIL will be called for September 4 at which the Board will propose ratifying the offer and permitting the required increase in issued capital. Shareholders are promised a statement next Wednesday listing "all of the relevant details." Unless these include all of the relevant financial details about the company's position, so long as the shareholders' meeting could be adjourned, Shareholders may need little convincing that Schroders and Chartered is right in concluding that there is no other viable solution at this late hour, to HIL's problems. But they will need to be convinced that the offer from the bank is equitable and that Wardlaw, the merchant banking arm of the Hongkong Bank, had no alternative but to pull out of the rights issue by which HIL, finances were to have been put in order.

HIL directors will need to explain the facts and figures of the bank's predicament, and how the company got into it. HIL shares were traded to-day at HK\$1.58—up from 88 per cent. more than the bank will pay for its shares when the deal goes through, as it now unquestionably will.

H.K. Land buys Cannae holding

Financial Times Reporter

THE HONGKONG LAND Company has purchased a substantial shareholding in Cannae, a company which is constructing a prestige office building in Jakarta in joint venture with Indonesian partners. The Hongkong and Shanghai Banking Corporation is the major shareholder in Cannae, with other shareholders including the New Zealand Insurance Company. The project will be ready for occupation by August 1976, and will cost approximately HK\$100m. The building is on a site of 15 acres and will accommodate the Jakarta office of the Hongkong and Shanghai Bank. The building is situated in the hub of Jakarta's commercial district, with Kota to the north and Thamrin to the south. On completion it will contain 10,000 square metres of office space, and will be among the most modern buildings in the city.

Westralian profits

By Our Own Correspondent

SYDNEY, August 21. WESTRALIAN International, Perth-based merchant bank, boosted profits sharply to \$A336,302 in the year to June 1974. Despite the improvement the company has not declared a dividend to its shareholders, which include crown agents for overseas governments and administrations.

SELECTED EURODOLLAR BOND PRICES MID-DAY INDICATIONS

VENTURES	5M	Offer	5M	Offer	
Amaz. 5 1/2% 1985	99	100	GTS 4 1/2% 1986	97	98
Amst. 5 1/2% 1987	99	100	ICI 7 1/2% 1985	97	98
Amst. 5 1/2% 1989	99	100	ICI 7 1/2% 1987	97	98
BPCE 5 1/2% 1988	98	99	Pacific Light 5 1/2% 1988	98	99
Borussia 5 1/2% 1988	98	99	Pror. of Quebec 7 1/2% 1988	98	99
Carrefour 5 1/2% 1987	98	99	Pror. of Quebec 7 1/2% 1990	98	99
Comco 5 1/2% 1988	98	99	Quebecland 5 1/2% 1987	98	99
Comco 5 1/2% 1990	98	99	Sch. 5 1/2% 1988	98	99
Comco 5 1/2% 1992	98	99	Sch. 5 1/2% 1990	98	99
Comco 5 1/2% 1994	98	99	Shell 5 1/2% 1988	98	99
Comco 5 1/2% 1996	98	99	Shell 5 1/2% 1990	98	99
Comco 5 1/2% 1998	98	99	Stand. Oil (Ind.) 5 1/2% 1988	98	99
Comco 5 1/2% 2000	98	99	Stand. Oil (Ind.) 5 1/2% 1990	98	99
Comco 5 1/2% 2002	98	99	Transocean 5 1/2% 1988	98	99
Comco 5 1/2% 2004	98	99	Transocean 5 1/2% 1990	98	99
Comco 5 1/2% 2006	98	99	Transocean 5 1/2% 1992	98	99
Comco 5 1/2% 2008	98	99	Transocean 5 1/2% 1994	98	99
Comco 5 1/2% 2010	98	99	Transocean 5 1/2% 1996	98	99
Comco 5 1/2% 2012	98	99	Transocean 5 1/2% 1998	98	99
Comco 5 1/2% 2014	98	99	Transocean 5 1/2% 2000	98	99
Comco 5 1/2% 2016	98	99	Transocean 5 1/2% 2002	98	99
Comco 5 1/2% 2018	98	99	Transocean 5 1/2% 2004	98	99
Comco 5 1/2% 2020	98	99	Transocean 5 1/2% 2006	98	99
Comco 5 1/2% 2022	98	99	Transocean 5 1/2% 2008	98	99
Comco 5 1/2% 2024	98	99	Transocean 5 1/2% 2010	98	99
Comco 5 1/2% 2026	98	99	Transocean 5 1/2% 2012	98	99
Comco 5 1/2% 2028	98	99	Transocean 5 1/2% 2014	98	99
Comco 5 1/2% 2030	98	99	Transocean 5 1/2% 2016	98	99
Comco 5 1/2% 2032	98	99	Transocean 5 1/2% 2018	98	99
Comco 5 1/2% 2034	98	99	Transocean 5 1/2% 2020	98	99
Comco 5 1/2% 2036	98	99	Transocean 5 1/2% 2022	98	99
Comco 5 1/2% 2038	98	99	Transocean 5 1/2% 2024	98	99
Comco 5 1/2% 2040	98	99	Transocean 5 1/2% 2026	98	99
Comco 5 1/2% 2042	98	99	Transocean 5 1/2% 2028	98	99
Comco 5 1/2% 2044	98	99	Transocean 5 1/2% 2030	98	99
Comco 5 1/2% 2046	98	99	Transocean 5 1/2% 2032	98	99
Comco 5 1/2% 2048	98	99	Transocean 5 1/2% 2034	98	99
Comco 5 1/2% 2050	98	99	Transocean 5 1/2% 2036	98	99
Comco 5 1/2% 2052	98	99	Transocean 5 1/2% 2038	98	99
Comco 5 1/2% 2054	98	99	Transocean 5 1/2% 2040	98	99
Comco 5 1/2% 2056	98	99	Transocean 5 1/2% 2042	98	99
Comco 5 1/2% 2058	98	99	Transocean 5 1/2% 2044	98	99
Comco 5 1/2% 2060	98	99	Transocean 5 1/2% 2046	98	99
Comco 5 1/2% 2062	98	99	Transocean 5 1/2% 2048	98	99
Comco 5 1/2% 2064	98	99	Transocean 5 1/2% 2050	98	99
Comco 5 1/2% 2066	98	99	Transocean 5 1/2% 2052	98	99
Comco 5 1/2% 2068	98	99	Transocean 5 1/2% 2054	98	99
Comco 5 1/2% 2070	98	99	Transocean 5 1/2% 2056	98	99
Comco 5 1/2% 2072	98	99	Transocean 5 1/2% 2058	98	99
Comco 5 1/2% 2074	98	99	Transocean 5 1/2% 2060	98	99
Comco 5 1/2% 2076	98	99	Transocean 5 1/2% 2062	98	99
Comco 5 1/2% 2078	98	99	Transocean 5 1/2% 2064	98	99
Comco 5 1/2% 2080	98	99	Transocean 5 1/2% 2066	98	99
Comco 5 1/2% 2082	98	99	Transocean 5 1/2% 2068	98	99
Comco 5 1/2% 2084	98	99	Transocean 5 1/2% 2070	98	99
Comco 5 1/2% 2086	98	99	Transocean 5 1/2% 2072	98	99
Comco 5 1/2% 2088	98	99	Transocean 5 1/2% 2074	98	99
Comco 5 1/2% 2090	98	99	Transocean 5 1/2% 2076	98	99
Comco 5 1/2% 2092	98	99	Transocean 5 1/2% 2078	98	99
Comco 5 1/2% 2094	98	99	Transocean 5 1/2% 2080	98	99
Comco 5 1/2% 2096	98	99	Transocean 5 1/2% 2082	98	99
Comco 5 1/2% 2098	98	99	Transocean 5 1/2% 2084	98	99
Comco 5 1/2% 2100	98	99	Transocean 5 1/2% 2086	98	99
Comco 5 1/2% 2102	98	99	Transocean 5 1/2% 2088	98	99
Comco 5 1/2% 2104	98	99	Transocean 5 1/2% 2090	98	99
Comco 5 1/2% 2106	98	99	Transocean 5 1/2% 2092	98	99
Comco 5 1/2% 2108	98	99	Transocean 5 1/2% 2094	98	99
Comco 5 1/2% 2110	98	99	Transocean 5 1/2% 2096	98	99
Comco 5 1/2% 2112	98	99	Transocean 5 1/2% 2098	98	99
Comco 5 1/2% 2114	98	99	Transocean 5 1/2% 2100	98	99
Comco 5 1/2% 2116	98	99	Transocean 5 1/2% 2102	98	99
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Comco 5 1/2% 2126	98	99	Transocean 5 1/2% 2112	98	99
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Comco 5 1/2% 2132	98	99	Transocean 5 1/2% 2118	98	99
Comco 5 1/2% 2134	98	99	Transocean 5 1/2% 2120	98	99
Comco 5 1/2% 2136	98	99	Transocean 5 1/2% 2122	98	99
Comco 5 1/2% 2138	98	99	Transocean 5 1/2% 2124	98	99
Comco 5 1/2% 2140	98	99	Transocean 5 1/2% 2126	98	99
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Comco 5 1/2% 2144	98	99	Transocean 5 1/2% 2130	98	99
Comco 5 1/2% 2146	98	99	Transocean 5 1/2% 2132	98	99
Comco 5 1/2% 2148	98	99	Transocean 5 1/2% 2134	98	99
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Comco 5 1/2% 2162	98	99	Transocean 5 1/2% 2148	98	99
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Comco 5 1/2% 2166	98	99	Transocean 5 1/2% 2152	98	99
Comco 5 1/2% 2168	98	99	Transocean 5 1/2% 2154	98	99
Comco 5 1/2% 2170	98	99	Transocean 5 1/2% 2156	98	99
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Comco 5 1/2% 2182	98	99	Transocean 5 1/2% 2168	98	99
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Comco 5 1/2% 2186	98	99	Transocean 5 1/2% 2172	98	99
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Comco 5 1/2% 2192	98	99	Transocean 5 1/2% 2178	98	99
Comco 5 1/2% 2194	98	99	Transocean 5 1/2% 2180	98	99
Comco 5 1/2% 2196	98	99	Transocean 5 1/2% 2182	98	99
Comco 5 1/2% 2198	98	99	Transocean 5 1/2% 2184	98	99
Comco 5 1/2% 2200	98	99	Transocean 5 1/2% 2186	98	99
Comco 5 1/2% 2202	98	99	Transocean 5 1/2% 2188	98	99
Comco 5 1/2% 2204	98	99	Transocean 5 1/2% 2190	98	99
Comco 5 1/2% 2206	98	99	Transocean 5 1/2% 2192	98	99
Comco 5 1/2% 2208	98	99	Transocean 5 1/2% 2194	98	99
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Comco 5 1/2% 2234	98	99	Transocean 5 1/2% 2220	98	99
Comco 5 1/2% 2236	98	99	Transocean 5 1/2% 2222	98	99
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Comco 5 1/2% 2240	98	99	Transocean 5 1/2% 2226	98	99
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Comco 5 1/2% 2244	98	99	Transocean 5 1/2% 2230	98	99
Comco 5 1/2% 2246	98	99	Transocean 5 1/2% 2232	98	99
Comco 5 1/2% 2248	98	99	Transocean 5 1/2% 2234	98	99
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Comco 5 1/2% 2252	98	99	Transocean 5 1/2% 2238	98	99
Comco 5 1/2% 2254	98	99	Transocean 5 1/2% 2240	98	99
Comco 5 1/2% 2256	98	99	Transocean 5 1/2% 2242	98	99
Comco 5 1/2% 2258	98	99	Transocean 5 1/2% 2244	98	99
Comco 5 1/2% 2260	98	99	Transocean 5 1/2% 2246	98	99
Comco 5 1/2% 2262	98	99	Transocean 5 1/2% 2248	98	99
Comco 5 1/2% 2264	98	99	Transocean 5 1/2% 2250	98	99
Comco 5 1/2% 2266	98	99	Transocean 5 1/2% 2252	98	99
Comco 5 1/2% 2268	98	99	Transocean 5 1/2% 2254	98	99
Comco 5 1/2% 2270	98	99	Transocean 5 1/2% 2256	98	99
Comco 5 1/2% 2272	98	99	Transocean 5 1/2% 2258	98	99
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Comco 5 1/2% 2276	98	99	Transocean 5 1/2% 2262	98	99
Comco 5 1/2% 2278	98	99	Transocean 5 1/2% 2264	98	99
Comco 5 1/2% 2280	98	99	Transocean 5 1/2% 2266	98	99
Comco 5 1/2% 2282	98	99	Transocean 5 1/2% 2268	98	99
Comco 5 1/2% 2284	98	99	Transocean 5 1/2% 2270	98	99
Comco 5 1/2% 2286	98	99	Transocean 5 1/2% 2272	98	99
Comco 5 1/2% 2288	98	99	Transocean 5 1/2% 2274	98	99
Comco 5 1/2% 2290	98	99	Transocean 5 1/2% 2276	98	99
Comco 5 1/2% 2292	98	99	Transocean 5 1/2% 2278	98	99
Comco 5 1/2% 2294	98	99	Transocean 5 1/2% 2280	98	99
Comco 5 1/2% 2296	98	99	Transocean 5 1/2% 2282	98	99
Comco 5 1/2% 2298	98	99	Transocean 5 1/2% 2284	98	99
Comco 5 1/2% 2300	98	99	Transocean 5 1/2% 2286	98	99
Comco 5 1/2% 2302	98	99	Transocean 5 1/2% 2288	98	99
Comco 5 1/2% 2304	98	99	Transocean 5 1/2% 2290	98	99
Comco 5 1/2% 2306	98	99	Transocean 5 1/2% 2292	98	99
Comco 5 1/2% 2308	98	99	Transocean 5 1/2% 2294	98	99
Comco 5 1/2% 2310	98	99	Transocean 5 1/2% 2296	98	99
Comco 5 1/2% 2312	98	99	Transocean 5 1/2% 2298	98	99
Comco 5 1/2% 2314	98	99	Transocean 5 1/2% 2300	98	99
Comco 5 1/2% 2316	98	99	Transocean 5 1/2% 2302	98	99
Comco 5 1/2% 2318	98	99	Transocean 5 1/2% 2304	98	99
Comco 5 1/2% 2320	98	99	Transocean 5 1/2% 2306	98	99
Comco 5 1/2% 2322	98	99	Transocean 5 1/2% 2308	98	

FINANCIAL TIMES REPORT

Friday August 22 1975

SEA FREIGHT

The shipping industry is among the worst sufferers from the world trade recession. Unhappily, even on the most cheerful estimates the tonnage surplus is likely to persist for some time.

More ships than cargoes

THE ONLY chunk of light in the gloomy world shipping outlook in recent months has been the indication that the U.S. economy may have touched bottom, but the depth of depression in most industrialised countries means that recovery for the industry will inevitably be slow.

In the tanker market, which inevitably will affect a large part of the shipping spectrum, there are now fears that overcapacity will last until at least the end of the decade and it is only now being realised how damaging the mistakes of the past few years have been. And with cancellation penalties now nearly as high as the cost of accepting a vessel, conversion has become a popular way out.

So any analysis of the future dry cargo situation must take the tanker tonnage surplus firmly into account. A recent American report estimates that if all tankers on order at the

start of the year were cancelled, it would still be 1985 before the amount of available tonnage equalled the projected demand figure of 245m. tons.

So with new tankers being laid up immediately they are completed and the transfer of a large part of the combined carrier tonnage to the dry bulk trades, the dry cargo market has also been severely punished by a strong downturn in world trade. It now seems that a large number of bulk carriers will be laid up in coming months.

A great deal depends upon the final outcome of harvests in North America, Europe and the Soviet Union, which will determine the level of grain shipments. The recent U.S. decision temporarily to halt further sales to the Soviet Union because of progressively declining estimates of the size of its harvest has been yet another blow to the market, which has now become desperately competitive.

Oil carriers which have adopted a "clean for grain" policy have provided the dry cargo sector with excess freight space, with a consequent fall in overall charter rates and the end result that the conventional grain carriers have been squeezed mercilessly. Often they have been faced with the option of trading at a loss or not operating at all. As in other transport industries, this has inevitably caused a shake-out of older vessels and a reappraisal of tonnage on order, both in terms of cost and anticipated use. It appears that having learnt the lesson on the past 18 months, the flexibility of multi-

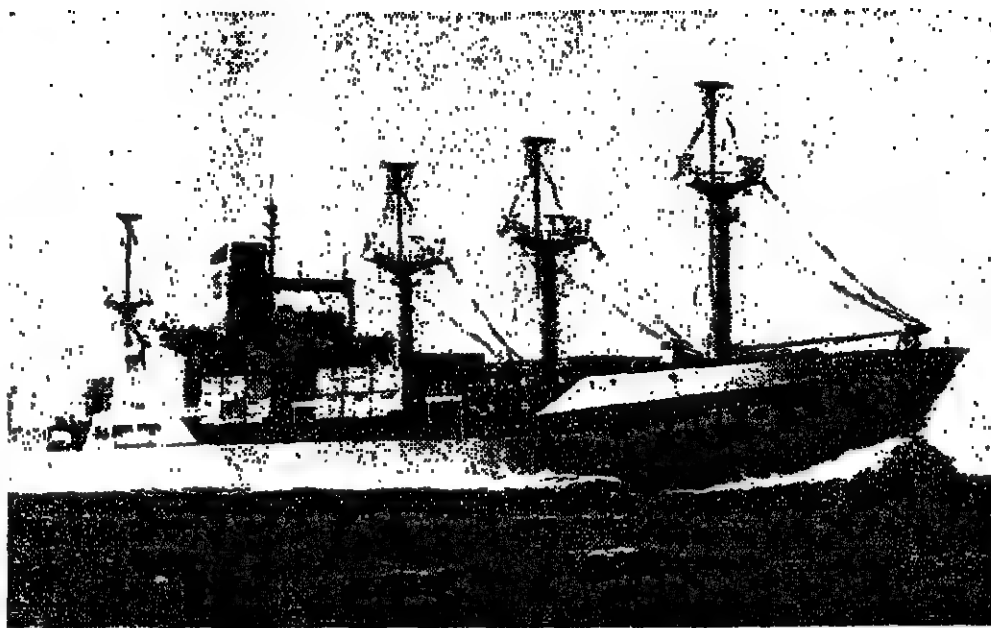
purpose vessels has taken on a new appeal.

It is estimated that by the end of April laid up dry cargo tonnage had risen to 2.9m. tons deadweight, a figure five times greater than that at the start of the year and it is clear that large sized vessels have been particularly badly hit. As a result there has been a significant increase in the number of contract bookings with charterers that make the best of bargain prices to cover their long-term commitments.

Dampened

The sense of anticipation which built up in shipping circles in recent years over the opening of the Suez Canal has been considerably dampened by the conditions under which the opening finally took place, particularly in relation to crude oil shipments. Traffic through the canal is now running at about 25 ships a day compared to the hoped for total of 1,000 passages by the end of July, although this is expected to increase steadily in future.

The total number has comprised about 80 per cent. dry cargo vessels but the Egyptian authorities expect that loaded tankers will soon be responsible for 35-50 per cent. of income, ballasting cargo some 35-40 per cent. and general cargo tonnage about 35 per cent. With daily convoys now running north and south on alternate days, it is intended that daily convoys from both ends will begin soon, pushing each other in the Bitter Lakes.



Artist's impression of Cammell Laird's new ship design "Staff 20" a standard fast freighter of 20,000 tonnes d.w.

The use of the waterway has been cautious about the opening of the Canal, but there has been a gathering confidence, despite the uncertain political situation in the area. It is notable that Indian shipping companies have reacted positively to the event, which has been seen as a boost for Indian exports. It is estimated that sailing time to the U.K. would be cut by about 30 per cent., to Black Sea ports by 80 per cent. and to North America by 15 per cent. The bunker costs are also substantially reduced. Overall, the advantages for world shipping are not immediately apparent, with

port problems being experienced there have led to the introduction of scheduled Ro-Ro services to the Eastern Mediterranean, particularly suitable for the system due to the absence of tidal problems. Although this is fundamentally an inefficient operation due to waste of space, it is likely to remain in favour until more sophisticated transport systems are established in the countries concerned.

Bargains

In line with the development of the oil producing countries of the Middle East, which have so far concerned themselves mainly with building the infrastructure of their economies, their shipping fleets will certainly begin to expand soon, although this will certainly be concentrated in the tankers sector at first. Although they have in the past not been prominent in the international field, they do not lack experience and they have the resources to buy fleets and expertise at a time when they can be assured of bargain prices. At present, however, they have concentrated their activities on developing advanced harbours and accompanying equipment.

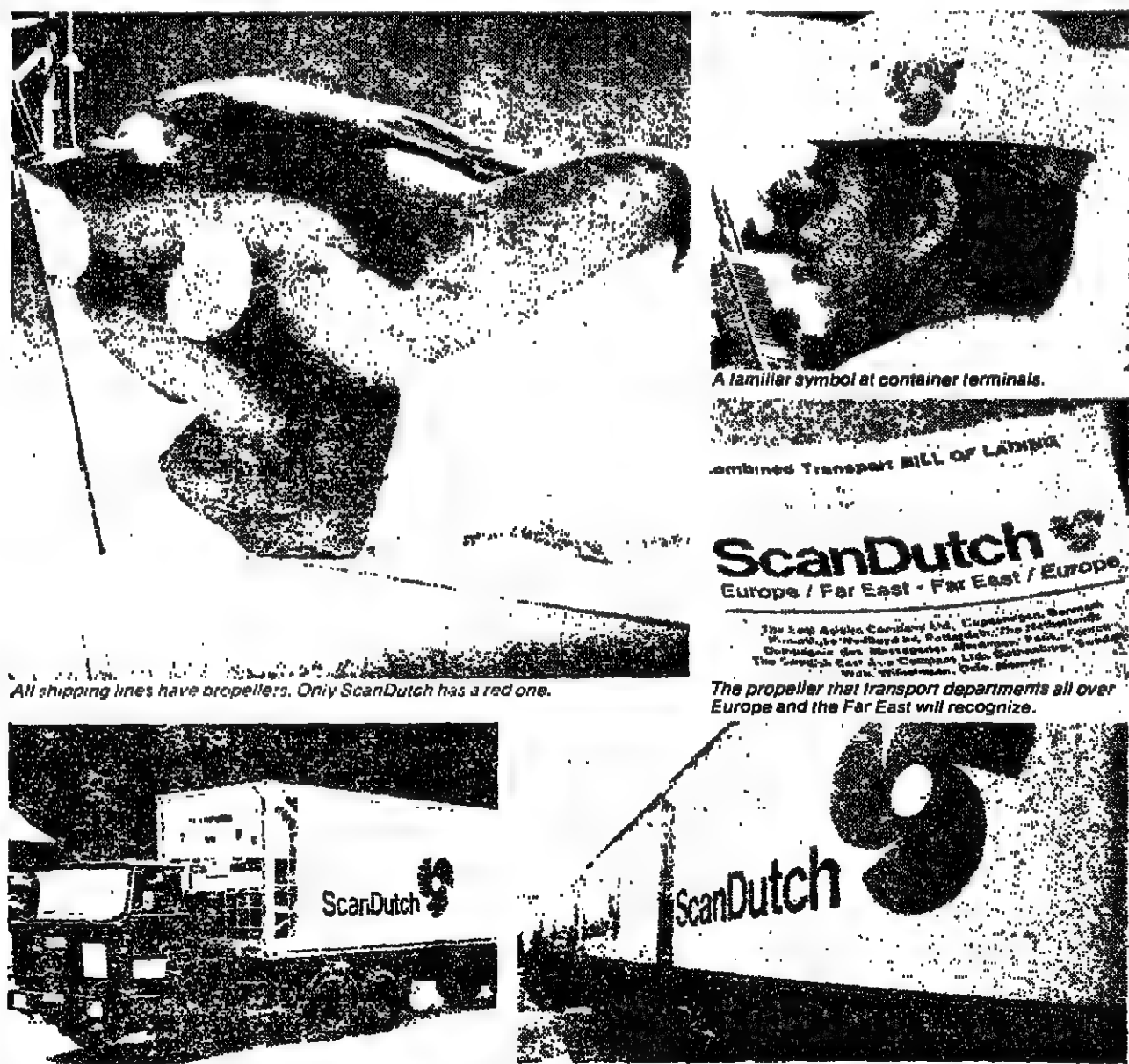
However, the salient indicator for the future of world shipping remains in shipbuilding, which is believed to have suffered the question of trade with the Gulf States is uppermost in the minds of European exporters. The volume of goods now being exported to the Middle East and the considerable trans-

being used to build small hulks just to remain active. That aside, financing of building has come near to crisis point, with banks who have burned their fingers badly in the recent collapse now very unwilling to become so deeply involved again.

But this has not meant that ship prices have remained static. On the contrary, certain classes have risen in value to the extent that they have been sold at fourfold the price contracted before delivery. Financiers do not believe that the dry cargo market is likely to recover more rapidly than any other sector and cite a number of other influences which they believe will diminish demand for dry cargo carriage, among them the further development of containerisation and the further rationalisation of fleets. They also point to the fact that combination carriers account for some 25 per cent. of the tanker fleet, which they do not believe will assist the dry cargo market equilibrium.

Perhaps the clearest picture emerges when looking at the order figures for the three months up till the end of July, which show that out of a total of 183 orders for all classes, 83 are for bulk carriers over 20,000 tons deadweight, 78 are for general dry cargo vessels less than 20,000 tons, six for tankers over 100,000 tons and 19 for other tankers. Cancellations during the period include 17 tankers of 150,000 tons and above and 20 others.

Lorne Barling



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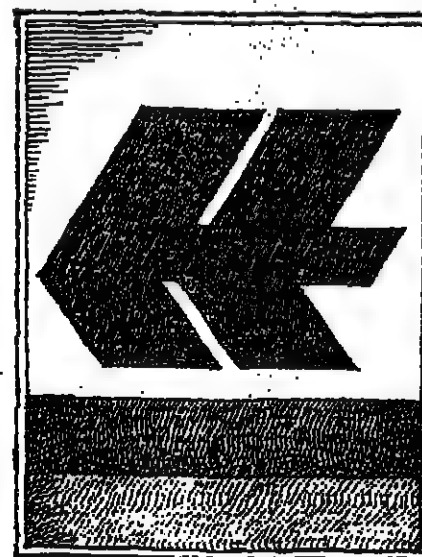
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SEA FREIGHT II

Ports drive for efficiency

THE MAIN burst of investment than 30m. tonnes. The facilities to modernise Britain's port system has passed. In real terms capital spending is still declining from the peak hit in 1965, and money is being increasingly concentrated on projects related to exploitation of North Sea oil.

In each category the capacity is in excess of the estimated demand up to 1980. The National Ports Council maintains that in terms of total national capacity no shortage of facilities is expected and any shortfall in short-sea facilities in a particular region could be satisfied relatively easily.

The transformation of freight handling facilities in Britain's ports over the past decade can be appreciated when it is realised that some 22 deep-sea container berths have been built, 50 short-sea container berths, and 76 roll-on/roll-off berths. Probably more dramatic, and illustrating the productivity gains of new forms of cargo handling, is the drop in the labour force. Over the 10 years the number of registered dock workers was nearly halved to 34,600 and the total workers employed by port authorities fell from an estimated 64,000 to 38,000.

Lavish

But it is important not to oversimplify the issues which arise, says Mr. Philip Chappell, chairman of the NPC. "In many countries, both in developed industrialised ones and sometimes even in less developed areas, the lavish provision of facilities for container and unit load traffic seems to be a matter of national pride. The Council would claim some proportion of the credit for the fact that such facilities in the U.K. despite some excess of capacity, have a better utilisation than in most other countries."

Forecasts

The National Ports Council, whose task it is to formulate and keep under review a national plan for the development of harbours in Britain, has produced detailed forecasts of tonnages of cargo traffic up to 1980.

More significant, a second study—as yet unpublished—has just been completed which estimates the total amount of general cargo likely to be moving to and from this country up to that date, pinpointing the mode of transport and route and comparing this with an assessment of the capacity of existing and approved berths.

The calculations show that the total unit load capacity at British ports amounts to 43.8m. tonnes compared with a throughput at present of more than 30m. tonnes. The facilities to modernise Britain's port system has passed. In real terms capital spending is still declining from the peak hit in 1965, and money is being increasingly concentrated on projects related to exploitation of North Sea oil.

container capacity recorded in the 1980 study, the Council, after careful analysis, including discussions with the shipowners concerned as well as the ports, had in the event no hesitation in supporting the Southampton proposal.

Mr. Chappell stresses that it is important not to use cliché phrases about national strategies unless there is a background of detailed analysis of traffic, ship design, port facilities and manpower against which to make decisions.

"While it seems unlikely that there will be any immediate requirement for further berths if the danger of over-provision is to be avoided, I hope that this Southampton example illustrates that long-term planning for ports is certainly not an easy science, but, rather, a difficult art and it requires the closest co-operation not only from port authorities, but also from shipowners and shippers and, not least, industrialists."

Winning the South Africa trade was a significant victory for Southampton which has achieved sturdy growth as a container port. So far Southampton has shared most of present South African trade in conventional cargo vessels on a roughly 50-50 basis with Liverpool taking a minor part. The trade in terms of value of cargo is worth around £10m. a year.

Terminals

When the new containerised service is fully operational it will take to Southampton an

Potential

This phase of the port's development will bring the total length of the new deep water container quays to a mile, and the associated back-up to 118 acres, excluding 24 acres leased to Freightliner for the Marine Freightliner Terminal. Potential remains for at least a further 4,000 feet of deep water quays and about 180 acres of back-up.

The PLA has not been lagging in seeking its share of container trade, having invested more than £30m. in Tilbury over recent years to make it one of the principal cargo centres of Europe.

But the major uncertainty which hangs over the port is the future of plans for a massive new seaport at Maplin. The Government has already cancelled the project for the airport and there must be grave doubts whether the PLA will get the go-ahead for the major development it seeks.

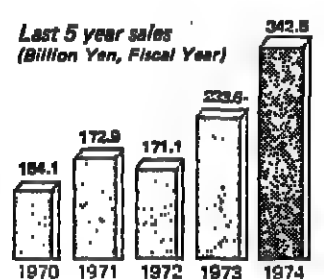
Whatever the verdict, the criticism for lack of action, management is improving and there is certainly no lack of enthusiasm to initiate projects to pull in more trade.

Arthur Smith

Report from
Mitsui O.S.K. Lines
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1974 a year in which Mitsui O.S.K. Lines reorganized to meet the changing international economy.

● MOL achieved good results in 1974 despite a severe business environment.

Due to the global recession and inflation, Japan resorted to policies for curbing aggregate demand, and with the decline in domestic demand and rising inventories, imports decreased. In the first term of the year exports grew, and handling of cargoes on liner routes proved extremely active. In the second term imports declined, and the shipping industry suffered from a market worsening of the tanker market.



However, MOL, by anticipating deterioration of the shipping market such as by procuring profitable cargo, managed to obtain favorable business results. Its total income in 1974 totaled 342.8 billion yen, which was up 146.8% from the preceding year.

● Internationalization of fund procurement.

To ensure adequate funds for its future projects, MOL in April last year established MOL International S.A. as its fund raising base in Luxembourg. In September, it listed its stocks on the Brussels, Antwerp and Frankfurt stock exchanges. In Japan, MOL in January, 1974, floated 6,000 million yen worth of convertible bonds and followed this up in April, 1975 with issuance of 10,000 million yen worth of convertible bonds.

● New companies established for internationalizing MOL's business.

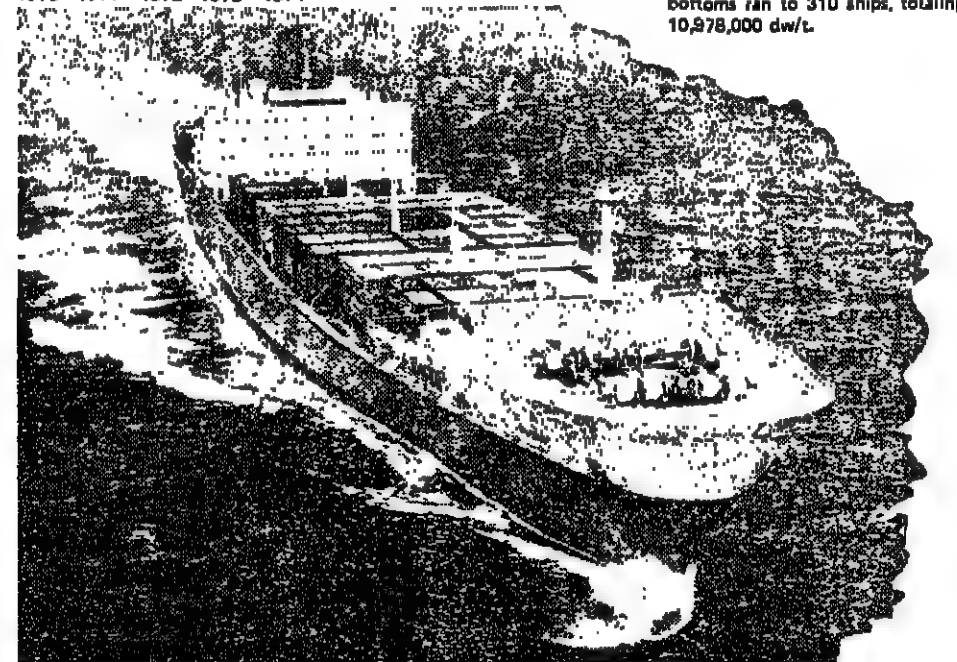
In August, it formed in Saudi Arabia two joint ventures, Saudi Arabian Shipping Co., Ltd., a ship holding company, and Arabian Marine Operation Co., Ltd., a ship operating company. In addition, it has established a company called EURO MOL B.V. in Rotterdam for container operations in Europe.

● International on-line starts.

MOL last year automated drawing up of documents pertaining to ship cargo from California to Japan by making use of the time-sharing service of General Electric of the U.S.

● Four large ships join MOL's fleet.

At the end of March, 1975, MOL possessed 138 ships, totaling 6,840,000 dwt, and its operating bottoms ran to 310 ships, totaling 10,978,000 dwt.



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Containers still the big news

THE EXTREMELY rapid—indeed over-rapid—expansion of the container industry in the late 'sixties and early 'seventies, left a considerable amount of over-capacity, a situation which has not been eased by the marked slowdown in world trade over the past couple of years. Consolidation has thus been the keyword in recent years as most of the major developed nations found that the container ports which they had built in the first flush of the enthusiasm were sufficient to meet projected demand for a number of years ahead.

However, there are now signs that another step forward in the development of container trade could be in the offing as the prospect of a trade revival appears on the horizon and at least one of the world's container majors, the OCL consortium, is now planning a major expansion programme geared towards the completion of its containerisation programme in the Eastern hemisphere. In addition, the major growth prospect for the more distant future is the bringing of the developing nations into the containerisation network.

Yet another factor which could boost demand for container services is the rapid inflation in labour and fuel costs which has served to emphasise the importance of more efficient handling and transportation of freight, which is what containerisation is all about.

Whether the long-awaited arrival of an upturn in world trade comes about depends entirely on the reactionary action taken by the world's leading developed nations. One company which seems to be backing some sort of revival is Overseas Containers, the world's second largest container shipping line. OCL is set to embark on a major capital expansion programme — involving the expenditure of some £260m. between now and 1978 which will virtually complete the containerisation of the major sea trade routes in the Eastern hemisphere.

Act of faith

Half the money for the expansion programme is to come from the four partners in the consortium — Ocean Shipping, P & O, Furness Withy and British and Commonwealth — with the remainder coming from bank loans and German shipping credits. OCL's action represents something of an act of faith, based on a belief that trade will turn sharply upward by the end of the decade.

Four new ships are being built for the consortium in Germany, which will bring the

group's total to 18 by 1977, making it the largest of its kind on the Eastern routes.

The new vessels will be used to open routes to South Africa and New Zealand, operating to Cape Town and Durban and Auckland and Wellington, with a possible third route opening in the near future between a number of ports in the Far East and Australia.

One of the major uncertainties for OCL attaches to the reopening of the Suez Canal, but the company's management reckons that it will take a long time before the Canal is fully operational. In addition, although OCL's operation enjoys dominant status on most of its current routes there is the prospect of competition not only from indigenous enterprises in South Africa, New Zealand and Australia but also from the Japanese.

Threat

But perhaps the most serious threat of all comes from the Russians, who with their land bridge and their merchant marine are already threatening to cut rates and force British competitors into a loss making position.

Quite apart from the question of estimating future demand for container services, there are many problems of technical projection still to be ironed out. Operators on the other side of the Atlantic have been moving towards higher, larger capacity containers, but in Britain uncertainty over the issue of truck dimensions, particularly within the EEC context, still leaves a climate of uncertainty which remains to be resolved.

For the longer term future, the developing nations offer great growth prospects. The push for containerisation among developing nations is new and broad in its scope.

Until around 1971, when the "first flush" of Western containerisation ended, the container business was considered to be almost overwhelmingly a matter of dealing with the world's leading industrialised nations. To-day, new container ports tend to spring up as soon as a nation feels that it has the right goods to trade and ship. Emerging nations have for some time been seeking a "share of the action" in the containerisation business. Not only are they constructing new ports and renovating old ones, such as Singapore and Malaysia, are forming their own container companies, while India has purchased a fleet of containerised vessels for its national Shipping Corporation.

This trend has been most pre-

valent in South East Asia, where Singapore has long been one of the great shipping centres of the world, while Malaysia's efforts to attain self-sufficiency in the handling of its own tin, natural rubber, palm oil and other goods is now reaping its rewards.

Nevertheless, taking the world scene as a whole, the period of consolidation which is now coming to an end in the containerisation industry has enabled the whole business to be looked at rationally and has helped a more efficient pattern of movement to evolve. More than £500m. has been spent since the mid-sixties by British container companies alone, many of which, while boasting the overcapacity which has resulted from the down turn in world trade, have also welcomed the breathing space in the initial headlong rush to expand capacity.

The extensive advantages of the railways are testified to by the growth in the volume of business undertaken by Inter-container, the consortium of national rail administrations which includes British Rail—whose business last year was around 8m. tonnes, representing a doubling of the 1971 figure. Nevertheless, rail still has a long way to go in order to catch up with the road industry.

Peter Foster

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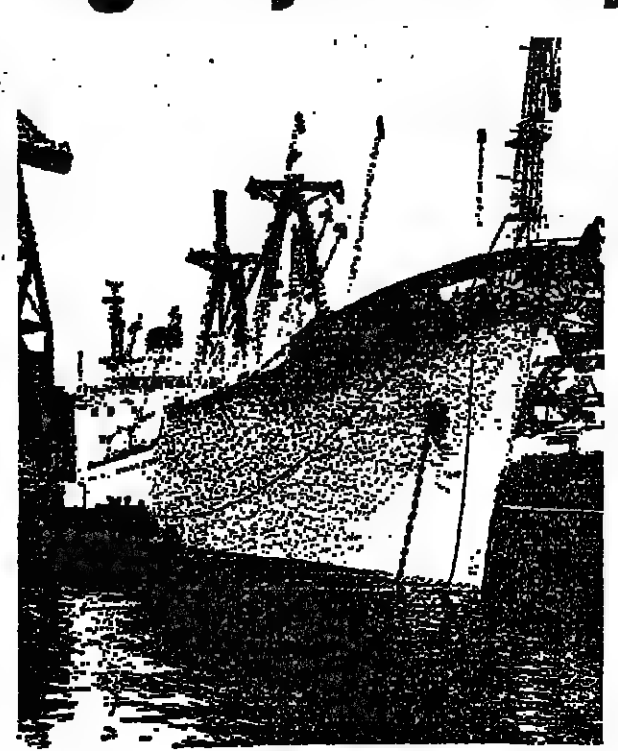
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FARMING AND RAW MATERIALS

Union urges end of bull licensing

THE NATIONAL Farmers' Union has recommended that statutory bull licensing should end. But it has agreed to support any non-statutory schemes which might be introduced by breed societies or other competent organisations.

The union's decision, sent to the Ministry of Agriculture for consideration, follows six months of deliberation and consultation by an eight-man working party.

It said that the present licensing system did not provide any improvement in the national breeding herd but merely provided a limited animal health safety net. The cost was high and rejection rates were low.

Doubts had been expressed in some quarters on whether veterinarians were the best judges of commercial breeding merits and on whether there could be conflicts between veterinary inspectors and long-standing clients who applied for licences.

In view of the high level of breeding by artificial insemination—60 per cent of conceptions in the dairy herd and 40 per cent in the beef herd—bull licensing would appear to have a less significant role.

Copper sheds earlier gains

By Our Commodities Editor

COPPER PRICES lost ground on the London Metal Exchange yesterday, shedding some of the increases caused by Zambian supply fears. There was substantial profit-taking in the market when the price opened on a higher note, and by the close cash wirebars were 22.25 down.

Much of the heavy turnover yesterday was thought to be influenced by book buying in front of the long holiday week-end in London and New York, with the LME opening for only the morning trading session to-day.

The fall in the value of sterling helped to stabilise the market and it is believed that some buying may have resulted from renewed fears of a declaration of force majeure by Zambia.

The World Bureau of Metal Statistics reported, meanwhile, that U.K. consumption of copper in June was 50,218 tonnes up on May but below the June 1974 figure of 56,003 tonnes. The first six months of 1975 British copper consumption, at 306,815 tonnes, was 8.7 per cent below that of the first half of last year.

U.K. zinc consumption in June was 22,305 tonnes, up on May and was 24.5 per cent down on the first six months, at 138,641 tonnes. Lead consumption in the first half of 1975, at 143,613 tonnes, was 15 per cent below the equivalent period of 1974.

First cut in bacon prices for over six months

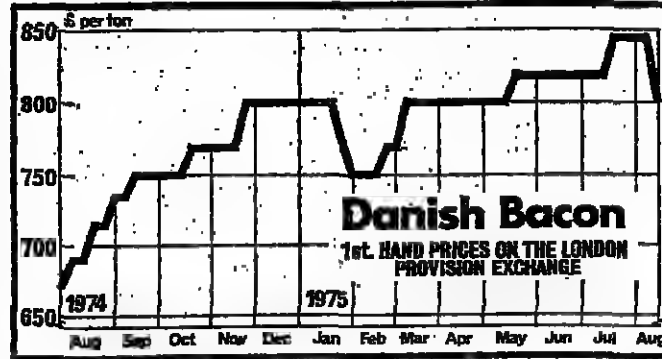
SOME CUTS of bacon could be up to 5p a pound cheaper in the shops next week following sharp reductions in first hand prices on the London Provision Exchange announced yesterday.

The £45 drop—the first price cut for over six months—takes Danish bacon down to £300 a ton while the cost of British, Irish and Ulster bacon slips to £295 a ton.

The reductions, which come at a time when demand is normally at its strongest, represent a severe blow to U.K. pig producers. Many of them claim to be in financial difficulties already despite recent record price levels.

FMC, Britain's biggest curer, said yesterday that the contract price it paid to its producers would come down by £25 a ton, to about £509. This is only slightly higher than the level ruling at the beginning of the year and is £40 below the record level reached in mid-June. Only £16.50 of this week's decline is attributable to the fall in the bacon price, however. The rest reflects the poor level of demand for pig meat generally.

The average price reduction for all bacon, assuming that they are passed on to consumers in full, would be 5p a pound. But



Europe grain for USSR—report

WASHINGTON, August 21.

U.S. ASSISTANT Secretary of Agriculture, Mr. Richard Bell, has received reports that the Soviet Union has purchased an additional 1.5m. tons of grain through international trading companies.

Most of it is expected to be of West European origin and the rest from Argentina, reports Reuters.

Mr. Bell said that the latest sales boosted estimated global purchases for shipment to the Soviet Union so far to about 18.5m. tonnes.

He estimated that if Soviet purchases ran to the 20m. tonnes limit, some of the remaining 8.5m. tonnes still to be secured would come from new grain supplies from southern hemisphere countries next spring. He acknowledged, however, that a good part of any additional Soviet buying would probably be made from the U.S.

Agriculture Secretary, Mr. Earl Butte, said the embargo on further sales to the USSR would be maintained until the outcome of this year's corn (maize) crop was known with more certainty. But he indicated strong expectations that there would be some further sales.

Commenting on export prospects elsewhere, Mr. Bell said he was aware that international grain company representatives had been in Peking discussing possible sales of both U.S. and other origin grains to China.

But he added that U.S. exporters appear all reluctant to sell grain to China because of quality and contract disputes over previous sales. While not ruling out the possibility that some U.S. grain would be sold to China, Mr. Bell did not expect large amounts to be purchased in the near future.

His comments came as market rumours began that one international grain company had sold about 3m. tonnes of wheat from an unspecified origin to China.

In Brussels, informed sources said they were unable to confirm the Washington report that the USSR had bought an additional 1.5m. tonnes of grain, mostly of European origin.

They estimated, however, that some 500,000 tonnes of grain, mostly wheat, barley and oats, mostly of French origin, was still outstanding from export certificates already granted by the EEC Commission and said the USSR was a potential buyer.

It was noted that some of the 800,000 tonnes of West German grain wheat currently on tender could also go to Russia. First results of that tender are expected to-day.

These amounts do not include the 1.5m. tonnes of grain, mostly of European origin, which is the subject of negotiations between Moscow and the French Intervention Board.

Our Commodities Staff writes: The international Wheat Council, which operates the market in London yesterday, lowers its forecast of world wheat production in 1975 to a range of 385m. to 390m. tonnes.

This compares with its previous forecast at the end of July of 390m. to 400m. tonnes. The 1974 output of 385m. tonnes. Very hot, dry weather in many of the major grain-growing areas of the northern hemisphere indicates that some crops will be lower than expected. The council's report states, although it is difficult to assess fully the effect on harvests.

Sharp fall in sugar market

By John Edwards, Commodities Editor

WORLD SUGAR values fell sharply on the London terminal market yesterday. The London daily price for raw sugar was cut by £10, to £215 a ton, in the morning. Futures moved even lower, with losses of about £15 depressing the October position to £204.75 a ton at the close and December to £201.

In the morning session, some positions fell the permissible limit down, but prices rallied sharply in later trading. The fall was attributed to the lower New York market overnight and lack of any physical transactions to hold prices up.

Important background influences were rumours of a U.S. refiner reselling some previous purchases and suggestions that Brazil might enter the world market as a seller again soon.

These offset reports of very poor results from recent sugar beet tests in Belgium and France. These, according to one dealer, would mean a "massive" return in output if the crop did not improve. However, recent rains have raised hopes of an improvement in the European beet crop, badly hit by drought.

Milk fever cure claimed

By Our Commodities Staff

A NEW milk fever cure, which could save farmers more than £5m. a year, has been developed at Leeds University.

Dr. Duncan Fickard, who did the research, said that the cure is most serious in high output dairy herds and seems to be worse than usual this summer because of the grass shortage.

In 1972, more than 30,000 cows were slaughtered because of the disease.

The decline in sales of milk off farms continued last year. Total sales amounted to 208.14m. gallons, against 231.51m. in June and 216.64m. in July last year.

The sale continued at 130.15m. gallons, against 127.41m. in July, 1974.

BAUXITE MINING

By Our Commodities Staff

MONTROSE, BAY, August 21.

Revere Jamaica Alumina has announced that it is preparing to start a large-scale operation of its bauxite mining and alumina production facilities in Jamaica.

An announcement by the company, which is a subsidiary of the parent, is expected to be made in the next few days.

The parent, which is a subsidiary of the parent, is expected to be made in the next few days.

U.K. CEREALS

Early harvest but many problems

BY JOHN CHERRINGTON, AGRICULTURE CORRESPONDENT

HAD IT NOT been for the rain last week-end, my harvest would have been over by last Monday. It has been the fastest and earliest harvest I have known, and it took me completely by surprise.

At the end of July, I looked round my crops with my foreboding, but I was not to be disappointed. The weather was just what I needed. The staff took their August holiday early on the first Monday, instead of the last (when we are usually working) and I looked forward to a bit of fishing on the first Monday.

By August 4, however, it was obvious that some of the grain had been killed off by the great heat of the previous week-end. The decision to do this was hastened by the pigman, who informed me that the barley in the silos would only last for one more day.

So to feed the pigs and try the machine out, we cut a small barley field on the Tuesday afternoon—and we have not stopped since then, except for rain or for breakages.

Deciding how and when to start, is always difficult. It was decided to start with the barley crops contained a good deal of second growth which was still green when much of the grain was dead ripe and almost ready to drop off.

Heating risk

This was because the break in the drought at the beginning of July caused quite a lot of the barley to start growing again. Last year the drought broke about two weeks earlier and saved the situation but this time the rain was a nuisance.

Some of the samples were clear of these green crops and it was a matter of judgment as to whether to carry on harvesting and risk the heating that some of these might cause or wait.

another day or so. I have found that it is generally a waste of time to wait; it is best to estimate when the bulk of a sample is dead ripe and then cut on regardless of the rest.

Most of my grain is dried and stored in bulk on ventilated floors without heat, but I do have one hot air drier on which I look the drier samples for the pigs. I think the bulk system is best as it seems to preserve germination for milling and, in the case of wheat for millers, the resulting sample is usually more acceptable than the drier sample.

In a wet harvest too, it seems to be almost impossible to get the damp grain through the hot air drier quickly enough. The combines never seem to break down and the chap working the drier often becomes nervous. This time the bulk drier have been all too easy and I have a strong conviction that we may be going to suffer for it later.

This is because the grain has been coming in from the field at very high temperatures indeed. With a shade temperature of over 90, as we had for several days, the grain in the sun must have been well over 100.

Although the grain was very damp—as low as 11 per cent moisture—such heat can generate changes in the dust, green crops and other impurities which could start a type of fermentation and so damage the crop. I have over 300 tons each of wheat and barley in such stores and would be very worried if I could not blow air through them. On the first morning I started up the fans and was very relieved to be able to cool them down a bit, but they are still at risk if I hadn't had these facilities. I am sure the grain would have been badly damaged.

The warning sign is a smell, exact.

Straw gangs

This is the first year in which I have sold the straw in any quantity. The fact that buyers paid a good price before the crop was combined has, as I thought, concentrated their minds on it in a way that I don't think later payment could have done.

There are five different gangs from distant parts of the South and West and my telephone is congested with messages from their bases, and also frequently phoned by lorry drivers who have been given the names and descriptions as to where they are to go.

One farmer's wife rang me up to tell me to describe to her husband the straw with the sack if they weren't back with a load by milking time. I relayed this message and the reply was the sort to be expected from her, angry men talking with some pretty good machinery.

By Wednesday evening, I had harvested 320 acres of barley and 160 acres of wheat and leaving 80 acres of barley to do. A matter of two days' work with two machines in the year's light crops—but only if the weather is kind and the machines hold together.

Never before have I been so far ahead at this date and I have also the first time that I have combined wheat earlier than August 24. The yields are well down on last year for barley. Wheat is not as good as it looked, but it's too soon to be exact.

Price of farm land still falling

BY JOHN CHERRINGTON, AGRICULTURE CORRESPONDENT

THE PRICE of farm land is still falling, according to the Ministry of Agriculture's report of transactions for the quarter ended June, 1975.

Compared with the quarter ended last March, the average of all sales over ten acres fell from £454 per acre to £440. But this was because of a fall in the price of the restricted offerings.

Land at these prices is still not a viable investment for farming at present interest rates and

there is no doubt that some buyers are waiting for prices to fall still further.

There is no doubt that the market is still weak and has only kept to its present levels because of the restricted offerings. Land at these prices is still not a viable investment for farming at present interest rates and

COMMODITY MARKET REPORTS AND PRICES

BASE METALS

COPPER—Last ground on the London Metal Exchange on August 21, 1975, following the dropping of the U.S. market overnight, forward metal with heavy profit-taking and book buying in front of the long holiday week-end in London and New York, with the LME opening for only the morning trading session to-day.

The price slipped to 22.25 below the previous day's close, but was held by the close of the afternoon session. Turnover 36,610 tonnes.

U.S. zinc consumption in June was 22,305 tonnes, up on May and was 24.5 per cent down on the first six months, at 138,641 tonnes. Lead consumption in the first half of 1975, at 143,613 tonnes, was 15 per cent below the equivalent period of 1974.

LEAD

LEAD—Standard, opening at £118, forward metal slipped to £114 in the last hour of trading. The price later fell to £110. Turnover 1,475 tonnes.

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ZINC

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COFFEE

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SILVER

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RUBBER

RUBBER—Standard, opening at £118, forward metal slipped to £114 in the last hour of trading. The price later fell to £110. Turnover 1,475 tonnes.

COCOA

COCOA—Standard, opening at £118, forward metal slipped to £114 in the last hour of trading. The price later fell to £110. Turnover 1,475 tonnes.

SUGAR

SUGAR—Standard, opening at £118, forward metal slipped to £114 in the last hour of trading. The price later fell to £110. Turnover 1,475 tonnes.

COMPANY NOTICES

GEDULD INVESTMENTS LIMITED

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Payment of Coupon No. 121

Holders of Shares Warranted to Bearer are informed that payment of Dividend No. 121 will be made in London on September 17, 1975 after surrender of Coupon No. 121 as follows:

Per A1 Share

Dividend declared in South African currency, 13 cents, equivalent to 13 pence, less 10% commission, 1.30 pence, South African Non-Resident Shareholders' Tax at 15% 1.925 pence

United Kingdom Income Tax at 20% (See Note) on the Gross amount of the dividend 1.71917

Net amount 5.58729

Using forms may be obtained and coupons lodged as follows:

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at the office of the London Secretaries (Incorporated in the Republic of South Africa) 10, Broad Street, London EC2M 7ES

SWITZERLAND

at the office of the London Secretaries (Incorporated in the Republic of South Africa) 10, Broad Street, London EC2M 7ES

Coupons lodged in London unaccompanied by United Kingdom Income Tax Declarations will be paid at 5.58729p per share. Other coupons, where lodged, will be payable at the rate of 7.30646p per share.

NOTES

Under the double tax agreement between the United Kingdom and the Republic of South Africa, the South African tax applicable to this payment is allowable as a credit against the United Kingdom tax payable in respect thereof. The deduction of tax at the reduced rate of 20% instead of the standard rate of 35% represents an allowance of credit of 15%, the rate of overseas taxation applicable.

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22nd August, 1975.

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U.S. Markets

Sugar, cocoa down, copper up

NEW YORK, August 20.

SILVER closed lower on loss liquidation. Copper added to the loss of the London market on the basis of a report of force majeure by Zambia.

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Gilt-edged easier again, but equities make headw

Share index 3.8 up at 304.5 and 25.7 higher on the Account

Services brought Pan Ocean down to 720p and Associated Australian back to 700p.

Traders started close to overnight levels. Anglo-Thai managed to harden 3 to 102p, but the market closed that amount weaker at 64p.

Most of the business on the shipping bill was transacted in the last hour or so. For example, the charter for Wladimir was unchanged on the day at 215p while the charter for the Panathlos Dock hardened 2 more to 26p, making a future close of 76p, up 1p. Deferred ended better at 51p, up at 79p.

Trusts and Financials attracted only a small business but the results helped Gresham firm 2 to 15p, while Improvements of 4 were seen in Anglo, 174p, and Pearson, 122p.

Textiles displayed no set trend after a small turnover. Courtaulds firmed to 118p initially but then

176p. after 174p. Copper shares showed little change in price, the difference to new high of 176p. The Benguela Railway, which carries a major part of Zambia's metal exports to the west coast, was down 10p to 230p, but closed last Sunday owing to political unrest in Angola.

Of the Zambian producers, ESK had to be added to the metals. Continental demand, while Roan Consolidated gained 10 to 200p, helped by U.S. demand, Anglo-African Aluminums added 10p, the metal price gave up some on Wednesday's rise, Bolewanga RST added 4 at 74p.

Aluminum prices firmed across the board, while the metal price, although above the lowest, was 73 cents of \$165.25 per ton, 34p above Alcoa's index on 34p to 354.1.

President Steyn was especially firm, adding 3 at 217, and Alcanera rose 2 1/2 to £203. Deekraal was 4 up at 380p despite the indication that the

1	Under 93 1/2% up to 93.999 7% and over 93.999 75%
2	Deposit Base Rate 93%
3	Demand deposit 75%
CORAL INDEX Close 302-307	
LG. INDEX GOLD 161-164	
INSURANCE BASE RATES	
† Atlantic Assurance	33 1/2%
† Cannon Assurance	38%
† Address shown under Insurance and Property Bond labels	

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FINANCIAL TIMES

Friday August 22 1975

BELL'S
SCOTCH WHISKY

More ye go

THE LEX COLUMN

UDT after the £59m. shake-out

Index rose 3.8 to 304.5

RATHER jittery yesterday, gilts may derive some comfort this morning from the latest U.S. money supply (M1) figures showing a fall of dollars 1.2bn.

This largely reverses the \$1.9bn. rise a week ago, and should reduce the chance that U.S. interest rates will go higher in the near term.

UDT

At least UDT is sticking to its view in February that provisions of £21.6m. against its property loan book should prove adequate. But for the year-end it has produced a grisly list of other write-offs, ranging from £7m. against its U.S. subsidiary and £4m. in respect of the Wig-

now risen by 40 per cent this month, and the interim statement suggests that profits are heading up to best previous levels. At the half-year, the pre-tax total is £5.1m., against £1.37m. and £2.67m. for the whole of 1974. About £1.5m. of the increase probably came from stock profits as prices were increased in January, and there was a 168m. reduction in stocks of bricks from the end-December total of 360m.

A further 50m. bricks have been lifted from the ground since then and the group is planning to increase production, though only to about 75 per cent of total capacity compared with 60 per cent at the beginning of the year. Moreover, prices were increased by a further 10.5 per cent last month.

Although there is no forecast of the full-year outcome or of the interim dividend to be declared in October, there are obvious hopes of a restoration of last year's cuts. But a prospective yield of 7.1 per cent is not going to generate much fresh enthusiasm.

See also page 18

Distillers

Distillers' balance-sheet shows a £76m. increase in net working capital during 1974-75, and net capital spending took another £17m. So though the stock relief measures have reduced the group's tax payments to modest proportions, group borrowings still rose by £50m. over the year. Of course this has a favourable impact on the CPP statement, where earnings are now only marginally below the historic cost figures, and total borrowings still represent under a quarter of capital employed.

But nearly £50m. of new debt has been raised since March, and despite the modest export price increase the trading background does not seem to be getting that much easier. The group admits to a loss of market share last year, and stresses the "particular weakness" of U.S. demand since Christmas. So although the shares at 109p are propped by a yield of 7 1/2 per cent, these accounts are not a signal for a recovery of lost status.

See also page 18

London Brick

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U.S. retail prices rise 1.2% in July

BY ADRIAN DICKS

WASHINGTON, August 21.

U.S. RETAIL prices leapt up by 1.2 per cent during July, taking the annual rate of inflation for the month back across the psychological threshold of "double digits," and further complicating President Ford's task as he seeks to shape policy in the light of an increasingly firm economic recovery.

The July rise was the highest in one month since last September, compared with a 0.4 per cent increase in retail prices in May and 0.8 per cent in June.

The official figures from the Bureau of Labour Statistics showed that fully three-quarters of the increase was due to higher petrol prices and to partially unseasonal increases in meat, poultry, fruit and vegetable prices.

As a result, Mr. Sidney Jones, Assistant Treasury Secretary for economic policy, said the July performance was "not representative of what we have seen in inflation or what we are likely to see."

Inflation remains a very serious problem, but the outlook in the near term is not for double-digit inflation.

Simultaneously Mr. Earl Butz, the Agriculture Secretary, dismissed the 1.7 per cent increase in the food index as a temporary phenomenon, although his department has also issued revised food price forecasts for the year which predict an overall increase of 9 per cent, against a range of 6.8 per cent predicted previously.

Confirms

The July price increase coincides with a revised picture of gross national product performance during the second quarter, which confirms a private

estimate of the recovery in the economy has already gathered more strength than had been previously shown.

From a preliminary estimate of a 0.3 per cent decline in real GNP in the second quarter, the revised estimate now shows a 1.8 per cent increase in real GNP at an annual rate. This compares strikingly with the steep 11.4 per cent decline in real GNP during the first quarter of this year.

The Department of Commerce reported that the new GNP figure resulted from upward adjustments of net exports, consumer purchases of goods and services, and business inventories, while purchases of services, fixed investment and Government spending were revised downwards.

At the same time, the Department also announced a \$6.3bn. increase in corporate profits during the second quarter to an adjusted annual rate of \$100bn.

In spite of the Administration's hope that the July price figures will turn out to be a freak, the detailed breakdown of the index carries an unmistakable political threat on two issues where it is already on the defensive.

First, the 3.3 per cent jump in petrol and motor oil prices during July brings a total increase of 5.6 per cent in the past four months, events likely to weaken seriously the President's position as he tries to win Congressional approval for a combination of price decontrol and the lifting of the \$2 a barrel import fee.

Mr. Ford is keenly aware of the widespread fear that a further increase in oil product prices might seriously hamper the recovery process by draining purchasing power from consumers, as well as adding a further twist to pressure on industrial costs.

The second area where the administration remains highly vulnerable is over its controversial and temporarily suspended grain sales to the Soviet Union, which have already led to this week's work stoppages by dockers in London.

Mr. Butz to-day said that the July price figures were collected before the last round of sales was even announced, and he also demonstrated that cereal products and baked goods were cheaper than in June.

The Agriculture Department also reported that known Soviet purchases from all suppliers now amount to about 16.5m. tons, including an unconfirmed purchase from either Western Europe or Argentina.

Europe grain for USSR—

report Page 23

West may join in Arab loan to Egypt

By Mary Campbell

A SUCCESSFUL conclusion to Dr. Henry Kissinger's current negotiations in the Middle East could result in the U.S. and some European countries participating in a multi-billion dollar financing package for Egypt which is now being negotiated.

The financing package would be arranged at an inter-governmental level. Euro-market sources suggest that a number of Arab states have already agreed in principle to put up with over \$1bn. Saudi Arabia would be expected to be the largest single contributor providing close on half the total from all Arab states. The other Arab countries involved are said to be Kuwait, Qatar and the United Arab Emirates.

Final agreement on the package is unlikely for several weeks. This is partly because of the Muslim feast of Ramadan which starts in just over two weeks and will last about a month and partly because any U.S. participation would have to wait for President Ford's overall reassessment of U.S. Middle East policy following a successful conclusion to current diplomatic negotiations.

Mr. Ford is expected to present Congress with a comprehensive plan for aid to the Middle East, including Israel, at that time.

Pressing

Egypt's financing problems are pressing and serious. Its foreign exchange reserves fell from \$600m. to \$342m. during the last quarter of last year (the latest date for which figures are available). It is thought that its foreign currency requirements amount to at least \$2bn. and could be as high as \$5bn.

They fall into two categories — a short-term debt repayments to the Soviet Union for its development plans and large-scale arms purchases which President Sadat is envisaging.

Rise in demand boosts London Brick profits

By Michael Cassell

LONDON BRICK yesterday reported a big increase in half-yearly profits and said that demand from the building industry had risen sufficiently to enable a further expansion in output.

With some of the most encouraging news to emerge from the beleaguered construction sector for many months, Britain's biggest brick manufacturer reported pre-tax profits of £5.08m. for the first six months of 1975, against £1.36m. last time. The news took London Brick's share price up 6p to 54p.

In 1974, the building recession forced the company to lay off over 2,000 workers and shut down kilns. By the beginning of this year, output was running at only 60 per cent of total capacity and stocks on the ground had risen to around 360m.

Steady rise

Since then, the company says demand has picked up considerably, mainly due to the steady rise in the level of house building. After a period when council housing remained the most active sector, private house building is now on the upturn. In the first six months of the year, London Brick lifted nearly 170m. standard bricks from stock, and this total has now risen to 220m., leaving the company with "normal" stocks.

The encouraging results for the first half to some extent reflect sizeable stock profits and the company has not had to bear the expense of brick kilns, its high-cost production units, closed when demand dropped. Prices were also raised substantially in January, restoring margins. The company has increased prices again this month.

Mr. Jeremy Rowe, London Brick's deputy chairman, said yesterday that output was now

running at about 70 per cent of total capacity. It was now anticipated that production would be around 75 per cent of potential output and the possibility of additional working was being discussed with the trade unions.

London Brick, like other brick producers, is anxious not to over-react to the more encouraging outlook for demand. It is by no means certain that the building upturn, restricted mainly to the housing sector, will be prolonged. Manufacturers do not want to expand now if a further cut-back could then be necessary.

In London Brick's case, the company is hopeful that demand will be maintained at a reasonable level but it still remains comparatively low when compared with periods of high building activity. The company's deliveries in the first six months of 1975 were over 5 per cent up on the same time a year ago.

Half-year results Page 18

Union seeks brick 'bank'

MR. ANTHONY CROSLAND, Secretary for the Environment, is being urged to establish a "brick bank" to provide the construction industry with a continuous supply of bricks. The call comes from the Association of Professional Executive Clerical and Computer Staff, which also proposes the nationalisation of Oxford Blue clay deposits from which Fleet clay bricks are made.

In a letter to Mr. Crosland, the union said there was a shortage of one or two votes on the NUM's national executive committee to back the proposal.

A brick bank would help bridge the uncertainties of production.

Miners' vote looks likely to support £6 pay policy

By John Wyles, Labour Reporter

VOTING CLOSES to-day in the ballot of Britain's 260,000 miners amid strong indications that a substantial majority have decided to support the Government's new £5 anti-inflation policy.

The result will be declared in the middle of next week, just a few days before the TUC's annual Congress delivers its verdict on the policy.

Different coalfields have voted at different times because of annual holidays, but unofficial estimates from areas which have completed balloting point to strong overall backing for the moderates in the National Union of Mineworkers, and a defeat for the NUM's leading left-wingers.

A majority miners' vote supporting the £5 limit will be a severe blow to the prestige of the NUM's leading left-wingers.

notably Mr. Arthur Scargill, president of the Yorkshire miners, and Mr. Mick McGahey, the NUM's Communist vice-president.

This setback will only be tempered if they have been able to win a majority vote against the policy in their own areas.

While Mr. Scargill has been on holiday, Mr. McGahey has worked strenuously during the past fortnight to persuade his constituents to vote against the NUM's national executive recommendation to back the policy.

The tone of Mr. McGahey's speeches appears to point to a concerted Communist Party campaign later this year in the coal industry and elsewhere to erode support for the anti-inflation policy.

He has predicted a "grass

roots" revolt against the £5 limit within a few months if he expects prices continue to spiral.

Despite a ballot verdict for the policy, NUM left-wingers will continue to battle within the union against miners accepting the £5 limit when their annual pay negotiations start next year.

They argue that the decision to hold a ballot flouts the policy laid down by the union's annual conference to seek £30-a-week rises for coalface workers in next year's claim.

But NUM moderates are confident that their slim majority of one or two votes on the NUM's executive will hold firm behind a £5 settlement next year if the ballot result goes their way.

Extra urges war on coal costs Page 7

Lisbon stock market to reopen

By Our Foreign Staff

IN AN ATTEMPT to untill some confidence in Portugal's economy and revive investment—almost at a standstill since last year's revolution—the country's military rulers yesterday outlined a new foreign investment code and announced that the Lisbon stock exchange would reopen next month.

The news comes against the background of further moves aimed at breaking the political deadlock which has resulted in widespread violence between Communists and their opponents.

A Government communiqué said the stock exchange, which was suspended when the Armed Forces Movement seized power in April 1974, would resume operations as an "official market." The exchange would serve as a base for launching loans by the State and local councils as well as by business enterprises.

The communiqué stressed, however, that investments would have to be manifestly of value for the national economy.

Lisbon business sources reacted cautiously to the announcement, arguing that much would depend on the restrictions the Government might put on the exchange's operations.

The foreign investment code, the communiqué said, would cover tax incentives, access to credit, profit and dividend transfers, access to the foreign exchange market and compensation in the event of nationalisation.

Details of the code still to be published would show that Portugal was open to foreign investment which could benefit the country's economy. An Institute of Foreign Investment would be set up within the Ministry of Economic Co-ordination and Planning.

The Government also announced that the Bank of Portugal is

to be reorganised to co-ordinate and control the whole banking system, which was nationalised last March.

On the political front, the Navy—considered the most radical wing of the AFM—came out with a declaration of support for the Prime Minister, General Spínola.

Echoing the position adopted by the Communist leader, Dr. Álvaro Cunhal, on Monday night, however, the Navy also expressed approval for points in the programmes put forward by both the extreme Left and the "moderates" in the AFM leadership.

Sources close to the "moderate" faction told Reuters that a compromise had been reached between them and General Otelo Saraiva de Carvalho, the Leftist head of the internal security force, Copcon.

Press shaking up controls Page 6

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Unemployment rises

This point is likely to be picked up when the Centre for Policy Studies—set up by Sir Keith Joseph—produces its regular assessment of the figures shortly.

One other possibly hopeful aspect of the recent movements in the labour market has been the drop in the number on short-time working in manufacturing industry. This has come down from 239,000 in mid-May to an estimated 128,000 this month.

However, this figure is thought to reflect the impact of the holiday season as well as decisions by employers to lay off completely workers who had previously been only on short time. It is likely to rise again next month.

Though there are some slightly

encouraging aspects, therefore, no official attempt is being made to play down the seriousness of the figures or the prospect that there could be worse to come.

To some extent, the U.K. is catching up with other countries where the economic recession has been quicker and deeper and the level of unemployment has risen more sharply, though in some of these, including the U.S. there is now a prospect of recovery in the fairly near future.

At present the Government seems bound to resist pressures for reflation and the official inclination as shown by Mr. Wilson and Mr. Foot has been to underline the relationship between wage inflation and unemployment.

Plea to Wilson over pay policy

By Our Labour Staff

MANAGEMENT of Sagar Richards, a strike-hit Halifax engineering plant, yesterday sent a telegram to the Prime Minister asking him to clear up confusion over the Government's pay policy.

The Department of Employment has advised the company against paying an interim pay agreement due to have been implemented from August 1 and the 300 workers have come out on strike as a result.

The employees maintain the interim deal should be allowed as it was signed before publication of the Government's White Paper which limits pay increases to 5 in a year and says there must be at least 12 months between settlements.

Chase offers loans indexed to SDRs

By Guy de Jonquieres

NEW YORK, August 21.

CHASE MANHATTAN BANK will start a new service next Monday offering dollar loans and time deposits indexed to Special Drawing Rights. It will also offer facilities for dealing in SDR futures contracts.

The scheme, the first of its kind to be launched by a major U.S. bank, is clearly designed to appeal to customers to both private and Government customers in Middle East oil producing countries like Iran and Saudi Arabia which have linked their currencies to SDRs.

The bank said that the service is intended to provide additional exchange rate security for such customers, whether as borrowers or lenders, as well as for Western companies doing business with them. To a lesser extent, it may also be of interest in large multi-national concerns doing business in a number of major currencies represented in the SDR "basket".

Ironically, Chase's announcement to-day coincided with the publication of a report by another New York bank, Morgan Guaranty Trust, which concludes that the SDR is unlikely to gain widespread use in the foreseeable future as a medium of international commercial exchange.

The IMF SDR is still surrounded by too much mystery and uncertainty to gain widespread acceptance as an international currency and standard of value, Morgan states. "SDR valuation may offer poor protection of exchange exposure unless the exposure accords roughly with the SDR's currency make-up. Furthermore, the SDR provides no protection against inflation."

Use of the SDR in private sector finance has been fairly limited until now, though, though the past three months have seen the issuance of three international bond offerings denominated in SDR by Aloussine, the Swedish investment bank, and Electricite de France respectively. In some cases, the prices of these issues have been adversely affected by the recent strengthening of the dollar.

Weather

U.K. TO-DAY

SUNNY spells, but also showers, especially in N.E. Scotland. Cool. London, E. N.E. Cent. N. and W. S. England, S. Wales, N. and W. Midlands, E. Anglia.

Sunny spells, showers developing, dry later. Wind N.W. then W. light. Max. 19C (66F). Channel Isles.

Showers, sunny intervals, dry later. Wind N.W. then W. moderate. Max. 18C (64F). S.W. England, N. and S. Wales, I. of Man, M. Ireland.

Isolated showers, sunny intervals, dry later. Wind N.W. light. Max. 14C (57F).

BUSINESS CENTRES

City	Day	Temp	City	Day	Temp
Alexandria	F	24	London	F	17
Amman	F	24	Manchester	F	17
Bombay	F	24	New York	F	17
Calcutta	F	24	Paris	F	17
Cairo	F	24	Rome	F	17
Colombo	F	24	Stockholm	F	17
Dacca	F	24	Switzerland	F	17
Delhi	F	24	Tokyo	F	17
Dispur	F	24	Winnipeg	F	17
Dubai	F	24	Zurich	F	17
Durgam	F	24			
Harare	F	24			
Hyderabad	F	24			
Jakarta	F	24			
Kuala Lumpur	F	24			
Madras	F	24			
Mumbai	F	24			
Nairobi	F	24			
Rangoon	F	24			
Reykjavik	F	24			
Singapore	F	24			
Taipei	F	24			
Tel Aviv	F	24			
Tokyo	F	24			
Winnipeg	F	24			
Zurich	F	24			

then S.W. moderate. Max. 17C (63F).

N.W. England, Lakes, S.W. Scotland, Glasgow, Argyll. Sunny spells, occasional showers. Wind N.W. then W. moderate. Max. 16C (61F).

N.E. England, Borders, Edinburgh, Dundee, Aberdeen, Cent. Highlands, Moray Firth.

Sunny spells, showers developing, dry later. Wind N.W. moderate to light. Max. 17C (63F).

N.E. Scotland, Orkney, Shetland. Showery, sunny intervals. Wind N.W., fresh becoming light. Max. 14C (57F).

Outlook: Changeable. Rain at times, sunny periods.

Lighting-up: London, 20.41; Manchester 20.55; Glasgow 21.10; Belfast 21.13.

HOLIDAY RESORTS

Innsbruck	S	26	79	Tel-Aviv	S	27	81
Inverness	F	17	63	Tunis	S	29	84
I of Man	S	16	61	Valencia	F	28	82
Istanbul	C	27	81	Venice	S	27	81

S—Sunny. C—Cloudy. R—Rain. F—Fair.